

# CITY OF POMONA

# GREEN PLAN

## NOVEMBER 2012



Prepared for:

City of Pomona  
505 South Garey Avenue  
Pomona, California 91766

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Prepared by:

The logo for URS, consisting of the letters "URS" in a bold, blue, sans-serif font.



## Message from the Mayor

November 27, 2012

The City of Pomona is working to become an organizational model for our community by creating our first Green Plan. The Plan will define the City's actions for reducing energy costs, increasing efficiencies, improving air quality, and becoming a leader in sustainable government.

To prepare this Plan, a group of employees came together and created the "Green Team," consisting of staff from Public Works Department, Administration, Finance Department, Police Department, Community Development Department, and Community Services Department. I would like to thank and congratulate staff for their time and effort in compiling the Green Plan.

The plan is essentially a list of recommendations based on extensive research and background information development. These recommendations will allow the City of Pomona to reduce our energy consumption, save money in our processes, and continue to provide high levels of service to our citizens.

To ensure future success, cities must look for energy efficiency and sustainability solutions that will save money and diversify use of resources. By emphasizing sustainability, cities will reduce their operational expenses, save taxpayer dollars, and lessen their impacts on air quality.

As you read this Plan, you will notice that the City has been environmentally responsive for many years. Although we are proud of our past and current efforts, there is so much more we can accomplish. As we move forward, some of the goals and policies identified may be fairly easy to implement, but others may take additional resources. The City's goal is to set an example for other organizations within the community and to be a catalyst for job creation and expansion in Green industries.

Mayor Elliott Rothman



***Mayor Elliott Rothman***



***City Council Members***

John Nolte, District 1



Freddie Rodriguez, District 2



Cristina Carrizosa, District 3



Paula Lantz, District 4



Ginna E. Escobar, District 5



Debra Martin, District 6



# CITY OFFICIALS

The City of Pomona would like to thank the following City personnel for the time and effort they offered in developing this Green Plan.

## **Pomona Green Team**

Julie Carver	Environmental Programs Coordinator, Public Works / Business Services
David Hamilton	Sr. Management Analyst, Public Works / Business Services
Howard Morris	Solid Waste Manager, Public Works / Solid Waste
Ron Chan	Senior Civil Engineer, Public Works / Engineering and Traffic
Matt Sampson	Facilities Maintenance Supervisor, Public Works / Facilities
Mark Gluba	Assistant City Manager, Administration
Kennie Nicomede	Purchasing Manager, Finance Department / Purchasing
Richelle Baptista	Police Services Administrator, Police Department / Administrative Services
Greg Griffith	Building Official, Community Development Department / Building and Safety
Judy Kollar	Senior Planner, Community Development Department / Planning and Housing
Mayela Aguilar	Community Services Department / Recreation

## **2013 Public Works Ad Hoc Committee**

John Nolte	City Council District 1
Cristina Carrizosa	City Council District 3
Debra Martin	City Council District 6

## **2012 Environmental Stewardship Sub-Committee**

Danielle Soto	City Council District 1
Cristina Carrizosa	City Council District 3
Paula Lantz	City Council District 4

## **Other Contributors**

Linda Lowry	City Manager, Administration
Danielle Soto	Former City Council Member, District 1
Stephen Atchley	Former City Council Member, District 6
Meg McWade	Utility Services Manager, Public Works Department / Business Services
Daryl R. Grigsby	Former Public Works Director, Public Works
Steve Paz	Water Production Supervisor, Public Works / Water
Norbert Baldonado	Wastewater Collection System Supervisor, Public Works / Wastewater
Raul Garibay	Supervising Water Resources Engineer, Public Works / Water and Wastewater
Sam Lama	Public Services Supervisor, Public Works / Public Services
Nichole Horton	Utilities Engineer Associate, Public Works / Water and Wastewater
Brad Johnson	Planning Manager, Community Development Department / Planning and Housing
Al Salcido	Fleet and Facilities Services Manager / Fleet and Facilities Services and Public Services
URS Corporation	Green Plan
PMC	Energy Action Plan

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# LIST OF ABBREVIATIONS

<b>Abbreviation</b>	<b>Definition</b>
AB 32	Assembly Bill 32, California Global Warming Solutions Act of 2006
AB 939	Assembly Bill 939, California Integrated Waste Management Act of 1989
AFY	acre-feet per year
ARB	Air Resources Board
ARRA	American Recovery and Reinvestment Act of 2009
ATP	Active Transportation Plan
BMP	best management practice
CALGreen	California Green Building Standards Code
Caltrans	California Department of Transportation
CIP	Capital Improvement Program
City	City of Pomona
CO <sub>2</sub>	carbon dioxide
CO <sub>2</sub> e	carbon dioxide equivalent
CNG	compressed natural gas
DSM	demand-side management
EAP	Energy Action Plan
EECBG	Energy Efficiency and Conservation Block Grant
EEMIS	Energy Enterprise Management Information System
ELP	Energy Leader Partnership
EPP	environmentally preferable purchasing
GHG	greenhouse gas
GP	General Plan
GPS	Global Positioning System
GSWC	Golden State Water Company
HVAC	heating, ventilation, and air-conditioning
IC/ID	Illicit Connections and Illicit Discharge Elimination Program
ILG	Institute for Local Government
IR/RIS	Intelligent Roadway / Rail Interface System

# LIST OF ABBREVIATIONS

ITS	intelligent transportation systems
kWh	kilowatt-hour(s)
LEED	Leadership in Energy and Environmental Design
LEED-ND	LEED Standards for Neighborhood Development
LID	low-impact development
MS4	Municipal Separate Storm Sewer System
mv	megavolts
NPDES	National Pollutant Discharge Elimination System
NREL	National Renewable Energy Laboratory
PV	photovoltaic
PVTA	Pomona Valley Transportation Authority
PWRP	Pomona Water Reclamation Plant
RAC	rubberized asphalt concrete
RAP	recycled asphalt pavement
REC	Renewable Energy Certificate
RTP/SCS	Regional Transportation Plan and Sustainable Communities Strategy
SB 375	Senate Bill 375
SCAG	Southern California Association of Governments
SCE	Southern California Edison
SDLAC	Sanitation Districts of Los Angeles County
SGVCOG	San Gabriel Valley Council of Governments
SGVEWP	San Gabriel Valley Energy Wise Partnership
SHBC	State Historical Building Code
SUSMP	Standard Urban Stormwater Mitigation Plan
TBL	Triple-Bottom-Line
TMDL	Total Maximum Daily Load
TOD	transit-oriented development
URS	URS Corporation
USGBC	U.S. Green Building Council
VMT	vehicle miles traveled

# LIST OF ABBREVIATIONS

WBIC	weather-based irrigation controller
WEWAC	Water Education Water Awareness
WVWD	Walnut Valley Water District



# EXECUTIVE SUMMARY

# EXECUTIVE SUMMARY

## POMONA'S VISION FOR A SUSTAINABLE FUTURE

The City of Pomona (City) Green Plan is designed to be more than a reference document. It is designed to evolve with the City as new technologies, new economics, and new priorities redefine what is feasible. The core of the Green Plan is the integration of sustainable design into all aspects of the City's operations. The Green Plan includes sections dedicated to the following topics:

- Community strategies for land use and community design
- Community and municipal green building strategies
- Community and municipal strategies for efficient transportation
- Renewable energy and low-carbon fuels
- Open space and carbon storage and offset strategies
- Water and wastewater management
- Waste reduction and recycling strategies
- Climate friendly purchasing
- Promoting community and individual actions

The Green Plan reflects several months of research, data analysis, interviews, and writing by dozens of City staff and consultants. The City of Pomona Green Plan represents a new way of thinking about how the City consumes energy, water, and other resources.

An notable topic missing from the list above is energy efficiency. Due to a funding synergy, the energy efficiency element of this Green Plan was developed concurrently and under separate contract. It has been included here as the Energy Action Plan (EAP) (included herein as Appendix B). The EAP overlaps with a number of the other Green Plan topics and is an integral element to this comprehensive Plan. The implementation strategies found in the EAP can be adapted to suit any number of the opportunities found throughout this Plan.

This Plan is a living document. As the City goes forward adapting, implementing, and integrating its "greening" activities, this Plan will inevitably need to be revisited, updated, and adapted to identify ever-refined and more environmentally and financially beneficial sustainability initiatives that will serve the City into the future.

## PLAN HIGHLIGHTS

The City of Pomona's vision for its Green Plan is a plan that directs its growth in a manner that minimizes waste, minimizes consumption, reduces dependence on foreign oil, optimizes existing systems and programs, and maximizes the City's opportunities for sustainable economic development. The Plan addresses this complex set of objectives from many different angles, an approach made possible by the innovations and ideas born of cross-disciplinary brainstorming sessions and involvement from many different City entities. Highlights of the Plan development process include:

**Revitalized Green Team.** The Plan reestablishes a team of City leaders and department personnel known as the Green Team that is assigned to lead the development of the City's sustainability planning process. The Green Team will

focus on the logistics of implementing sustainable measures, including defining roles within existing protocols, establishing clear accountability, and dedicating necessary City resources to the Green Team.

**A dynamic plan that grows with the City.** The Green Team’s approach to developing the City of Pomona Green Plan was to create a dynamic process—not just a static plan document—that evolves and changes with new technologies, new personnel, and new data.

**Prioritization of initiatives based on cost-effectiveness.** The systematic approach to evaluating and prioritizing the implementation of sustainability initiatives that forms the basis of this Plan is designed to maximize the impact of every dollar spent. This framework ensures the efficient allocation of City resources (based primarily on financial metrics and secondarily on other sustainability metrics) in a transparent and accountable manner. The Plan is structured to facilitate and encourage the continuous improvement of the City’s processes for identifying, implementing, measuring, and communicating the results of its sustainability initiatives and programs.

A dynamic decision analysis tool has been provided to the City in conjunction with this project in the form of a Triple-Bottom-Line (TBL) Ranking Matrix. This tool assists in considering, weighting, and evaluating the relative priority of initiatives based on financial/economic, environmental, social, and implementation factors, for a holistic approach to decision making. This approach, becoming widely known as TBL accounting, represents an approach to economic evaluation that captures the true cost and benefit values that should be considered in investment decisions.

The TBL Ranking Matrix has been provided to the City populated with the policy opportunities identified in the Green Plan. Brief descriptions of the benefits, costs, and other considerations are included, along with relative ranking for implementation priority through scoring of decision criteria based on the City’s initiatives, operational constraints, and priorities. The tool ultimately could be tailored to provide evaluation insight for any potential initiative. A snapshot of the tool and results is included in Appendix D.

## BACKGROUND

### How the City of Pomona Defines Sustainability

Sustainability means different things to different people, but to the City of Pomona it means “the responsible use of resources to meet current needs without compromising the ability of future generations to meet theirs.” From the viewpoint of local government, this definition means continuing to offer the level of service our citizens deserve while using fewer resources and producing less waste.

Sustainability is about doing more with less, not doing without. It is about being more efficient in our processes, more thoughtful in our decisions, and realizing that those decisions have long-term implications. It is about understanding that we are part of a regional, national, and global community and that our actions and policies can have wide-ranging effects well beyond our borders. It is about recognizing the benefits of community awareness and involvement in local government and knowing that these are keys to the City’s sustainability. It is about recognizing that environmental quality, economic health, and social equity are mutually dependent. It is simply being responsible.

Under the direction of Mayor Elliott Rothman, the City of Pomona has committed to becoming more sustainable and reducing our ecological impact by increasing energy and resource efficiency, moving toward renewable energy sources for our buildings and alternative fuels for our fleet, and promoting smart growth within Pomona. To provide a roadmap for the path toward these goals and to provide a standard by which to gauge progress, Pomona has developed this

# EXECUTIVE SUMMARY

Green Plan as a first step toward becoming a regional leader in sustainable government. Pomona's Green Team will oversee the initiatives outlined in the Plan; these initiatives are designed to reduce costs, decrease environmental impacts, and positively affect the quality of life for Pomona's residents through changes in the way the City does business.

The City is operating in an environment of decreased financial resources, increased infrastructure and maintenance needs, and increased public scrutiny. Although this environment may sound negative, it provides the City with an incentive to look closely at operations and identify economic cost savings and opportunities to minimize the City's ecological footprint through the implementation of the Green Plan. The issues that the City face will motivate staff to do better—better by the environment, better by our citizens, and better in our role as stewards of the public trust.

## BRIEF HISTORY OF SUSTAINABILITY AT THE CITY OF POMONA

The City of Pomona has focused its sustainability efforts toward leadership in achieving energy efficiency. In 2004–2005, the City of Pomona Energy Efficiency Partnership Program, a partnership between the City of Pomona, Southern California Edison (SCE), and Intergy Corporation, was designed to create energy savings through a combination of strategies, including building and traffic signal retrofits and educational outreach activities. The objectives of the program was to improve the energy efficiency of Pomona's City buildings and traffic signals and to help overcome the market barriers facing Pomona's underserved residential and small-commercial population. In the summer of 2005, the Program completed equipment retrofits at seven fire stations and three police stations in Pomona.

The City has reduced its electricity use by 20 percent since 2007, the baseline year. Pomona has also achieved a Silver-level status in SCE's Energy Wise Partnership Program. The City conducted energy audits at many City facilities and implemented a number of actions to improve energy efficiency in recent years. The City has accrued annual savings of over \$1 million as a result of these actions. The energy efficiency items already implemented include replacing inefficient light bulbs and appliances; installing occupancy sensors; upgrading heating, ventilation, and air-conditioning (HVAC) systems to improve performance; and upgrading streetlights. A number of other measures, such as using insulating covers on swimming pools to reduce heat loss and installing more energy-efficient windows at City facilities, are currently in progress or being planned. Most important, Pomona has implemented a streetlight upgrade program that has saved the City 1,576,748 kilowatt-hours (kWh). Pomona is also considering installing photovoltaic panels, having already identified seven City properties capable of supporting solar arrays. Pomona also experienced water contamination that resulted in the need to install new City water wells. These new water wells include water pump upgrades that allow the City to more efficiently transport water, resulting in a large decrease in electricity demand at these locations.

As part of the American Recovery and Reinvestment Act of 2009 (ARRA), the Energy Efficiency and Conservation Block Grant (EECBG) Program created incentives for local governments to employ new energy-efficient technologies. Pomona chose to use part of its \$1.43 million award to convert to more energy-efficient streetlights. A segment of the funding was also used to develop the City's Green Plan.

## GREEN TEAM GUIDING PRINCIPLES

- The City has a responsibility to use resources efficiently.
- We depend on the health of our environment.
- Environmental quality, economic health, and social equity are mutually dependent.

- Solutions to energy and environmental issues must be collaborative; the City is part of a regional, national, and global community.
- Sustainability should guide City policies; City decisions have long-term implications.
- Community awareness, responsibility, participation, and education are key to our sustainability.

## GREEN TEAM MISSION STATEMENT

The Green Team provides leadership and resources to support City departments, elected officials, authorities, commissions, and the citizens of Pomona in their efforts to increase economic growth and improve social equity while reducing their impact on the environment. The City promotes and coordinates energy efficiency, renewable energy, and environmental protection initiatives through advocacy, legislation, partnerships, planning, and education programs.

## VISION STATEMENT

Over the next several years, the City will operate in an environment of limited financial and natural resources, increased transparency of operations, increasingly strict environmental regulations, and a heightened awareness of environmental impacts. City staff will meet these challenges with progressive thought and action, integrating emerging and existing technologies; increased resource use efficiency; involvement at the regional, state, and national levels; and comprehensive education programs.

## GENERAL STRATEGIES

- Focus on internal efforts first and then expand these efforts externally.
- Identify measures to be taken immediately that will have a financial benefit.
- Record, track, benchmark, and report key indicators, such as energy use.
- Identify, communicate, and enforce existing sustainability policies.
- Advocate for and participate in comprehensive demand-side management (DSM), also known as demand response, programs with local utilities.
- Keep up-to-date on sustainability legislation at the local, state, and federal levels.
- Be aware of potential funding sources outside of Pomona revenues to support sustainability initiatives.

Progressive thought and action will be hallmarks of the Green Team. The willingness to try emerging technologies and revisit past ideas will lead to the success of the City and its programs.

## COMMITTED TO SUSTAINABILITY

Recently, the City of Pomona made a renewed commitment to sustainability and energy management. The City is committed to promoting sustainable energy usage and conservation measures at City buildings and property, supporting the deployment of energy innovation to private and commercial property owners, and promoting the economic development of both traditional and alternative energy industries. These commitments will be accomplished by:

# EXECUTIVE SUMMARY

- Decreasing energy usage costs in public buildings and on public property through the application of cost-effective energy technologies.
- Developing opportunities to encourage energy efficiency improvements on private property.
- Investing in energy efficiency through performance-based energy contracting.
- Controlling energy costs and usage through the application of energy use audits, reviews of energy purchase processes and agreements, and negotiation of lower energy rates with existing and new energy providers.
- Promoting economic development to attract alternative-energy jobs while continuing to support existing energy industries.

## CHAPTER 1

# LAND USE AND COMMUNITY DESIGN

A series of white, wavy, horizontal lines that curve across the boundary between the blue and green background sections, creating a sense of movement and design.

# CHAPTER 1

This chapter identifies specific goals, policies, and implementation actions that the City can undertake to achieve environmental sustainability by reducing greenhouse gas emissions related to urban sprawl and inefficient land use. The intent of this chapter is to provide an assessment of past and current plans and policies, identify ongoing efforts, and establish future strategies to meet the City's vision of a better environmental and energy future and an enhanced quality of life for its residents. Sprawling land use patterns have inherent inefficiencies that can be countered through smart growth principles and policies. With a strong and vibrant downtown, transportation corridors that provide inherent potential to be dense and diverse, and pristine residential neighborhoods, the City has an opportunity to adopt such policies and ensure a more sustainable future for itself through efficient use of its resources. This chapter also focuses on sustainable community design elements that can meet the City's vision for a greener and better future.

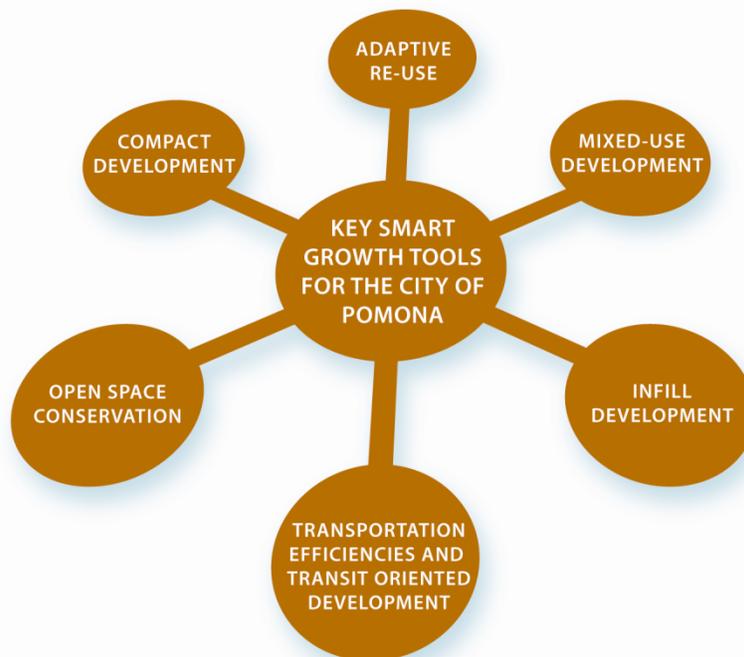
## BACKGROUND

For the City of Pomona to be more environmentally sustainable, land use planning and policy development needs to focus on adopting smart growth policies and initiatives. The City has a number of strengths that already support sustainable policies, including a vibrant, mixed use downtown; a grid-iron road pattern with key transportation corridors for commercial uses; regional transit and road connectivity; and a committed City Council and community that wants to focus on a more sustainable future. Among the most important examples of how environmental concerns will affect the way Pomona, the Los Angeles region, and the state of California plan for growth and change are the California Air Resources Board's directions under Assembly Bill 32, the California Global Warming Solutions Act of 2006 (AB 32) and Senate Bill 375 (SB 375). According to the Office of the Governor:

- AB 32 “established a first-in-the-world comprehensive program of regulatory and market mechanisms to achieve real, quantifiable, cost-effective reductions of greenhouse gas emissions. The law will reduce carbon emissions in California to 1990 levels by 2020.”
- SB 375 “requires the [Air Resources Board (ARB)] to develop regional greenhouse gas emission reduction targets to be achieved from the automobile and light truck sectors for 2020 and 2035. The 18 [Metropolitan Planning Organizations] in California will prepare a ‘sustainable communities strategy’ to reduce the amount of vehicle miles traveled (VMT) in their respective regions and demonstrate the ability for the region to attain ARB's targets.” These reductions will be achieved by coordinating transportation, housing, and regional land use plans and must be addressed in a city's General Plan (GP).

With only 4 percent of its land remaining vacant, the City has to create policies that concentrate growth, improve connectivity, and foster a versatile and dynamic environment to meet the needs of its community and comply with AB 32 and SB 375. A memorandum prepared by City consultants provides land use and transportation projections up to 2035 (see Appendix A). These projections were based on Southern California Association of Governments (SCAG) data to provide a basis for future planning efforts, including the subsequent Energy Action Plan (see Appendix B). The key smart growth tools that would be most supportive of the City's sustainable vision within the current context include compact development, adaptive re-use, mixed-use development, infill development, open space conservation, and transportation efficiencies and transit-oriented development (TOD) (see Figure 1.1). The transportation and TOD potential for the City is also discussed in Chapter 3, Efficient Transportation. To maintain community quality and avoid a placeless “sprawl” pattern, an important principle in smart growth and community design is the focusing of settlement intensity at places of activity, and the maintenance of more openness and greenery where neighborhoods border on natural open spaces.

By incorporating smart growth and traditional patterns of development into existing and proposed land use plans and policies, the City can achieve an efficient land use pattern that would help achieve the City’s energy use and greenhouse gas (GHG) emission reduction targets. Smaller and/or higher-density developments will produce fewer air emissions on a per unit basis due to reduced heating and cooling loads. Although the goals and policies in this chapter provide the City with a concrete framework to achieve its greenhouse gas emission reduction targets to comply with the regulatory requirements of AB 32 and SB 375, the connection between policy changes and actual on-the-ground changes will take time to achieve, depending on market forces, and may extend beyond the 2020 target year. Also, these changes can be hard to quantify because land use patterns of development affect transportation choices and result in higher or lower GHG emissions—sprawl leads to more automobile use (higher VMTs) and higher emissions, whereas compact, smart-growth-type development promotes alternatives that reduce GHG emissions. See Figure 1.2 for the relationship between development patterns and transportation and their effects on GHG emissions.



**Figure 1.1. Smart Growth Tools to Support Sustainable Development**

Environmental regulatory mandates and market trends will influence where growth happens and affect what form it takes, but it can be guided in a direction that the City creates through its envisioning and planning process. The primary intent of this chapter is to focus on establishing a set of goals, policies, and actions that the City can undertake to create more efficient land uses that interact effectively with each other. The summary of existing conditions and ongoing efforts that follows provides the basis for the future vision of a green Pomona. Community design is an important component of a City’s identity. Policies that promote quality public spaces in a more sustainable manner are also discussed in this chapter. With a strong emphasis on adaptive reuse to preserve the City’s historic architecture and features and a focus on public art, urban landscaping, and streetscape designs, the City is already committed to promoting community design elements that improve livability and increase community pride.

# CHAPTER 1



**Figure 1.2. Land Use Patterns as Related to Transportation and GHG Emissions**

## EXISTING CONDITIONS

Some of the existing land use and community design strengths for the City include:

- 1) A traditional downtown with mixed retail, office, institutional, civic, and residential uses serviced by a walkable grid of streets and blocks;
- 2) Active industrial and workplace areas serving a wide variety of needs, from incubator office space to warehousing to heavy manufacturing, linked to markets by rail and road;
- 3) Multiple east-west and north-south commercial arterial corridors;
- 4) Civic developments and facilities serving a diverse community, including parks, recreation centers, community centers and senior centers, libraries, a Downtown civic center, schools and universities, religious institutions, and hospitals;
- 5) Established residential neighborhoods, ranging from historic to contemporary, with a range of housing types and densities which comprise a majority of the City's developed areas;
- 6) Substantial natural undeveloped lands of contiguous open space that are valuable visual, environmental, and recreational resources for the City; and
- 7) A rich architectural heritage within the downtown and residential neighborhoods that promotes community identity and pride.

Although these strengths foster a cohesive community and can provide a basis for building a more sustainable future, the City also has some existing land use inefficiencies that form its weaknesses:

- 1) A jobs/labor imbalance exists in the City. The majority of the people commute to other Cities as the existing jobs and the demographic profiles do not match in numbers and job types.
- 2) The City lacks aggregated retail venues that promote retail activity in the City. Thus, the City has a larger share of population but not an equivalent share of retail revenues due to the inefficient strip mall type existing development pattern;
- 3) The City has only 4 percent of land that remains vacant or undeveloped. Surrounded by other jurisdictions, the City does not have land availability to expand beyond a certain limit;
- 4) Although the City has important institutions within its limits and in neighboring jurisdictions, such as Cal Poly Pomona, the Claremont Colleges, the University of La Verne, Western University of Health Sciences, the Pomona Valley Hospital Medical Center, Casa Colina Centers for Rehabilitation, the Fairplex, and Los Angeles County operations, there appears to be a lack of synergy and connection between the City and these institutions.

## NEAR-TERM AND RECENTLY COMPLETED PROJECTS

The City already has a robust downtown center, where development is guided by the Downtown Pomona Specific Plan, which was adopted in 1994 and amended in 2005, 2006, and 2007. It includes a number of policies that promote the concept of a traditional downtown with mixed uses, high densities, and walkable and bike-friendly environments. There are also many other new plans and updates to existing policy documents in the works to foster a cohesive, well-rounded approach for a City with a more sustainable future as its overarching vision. The City's General Plan, last updated in 1976 is undergoing a thorough revamp with community input to prioritize an environmentally, economically, and socially sustainable vision for Pomona. Pomona's Corridors Specific Plan, a new plan that focuses on primary north-south and east-west transportation corridors, is also being drafted to create linear mixed use, dense areas, and promote connectivity throughout the community. An Active Transportation Plan (ATP) that includes a Bike Master Plan and pedestrian improvement priorities is also being developed. Some of these plans are also described in greater detail in Chapter 3, Efficient Transportation. Thus, the City has undertaken a number of projects that provide the framework for a more sustainable future. The Green Plan is one of the many such documents that will help the City realize this vision.

## CONTINUED IMPLEMENTATION OF THE DOWNTOWN POMONA SPECIFIC PLAN

The policies within this document have created a vibrant and diverse downtown with high densities, walkability and a unique and pleasing downtown character. These policies should continue to be implemented while also evaluating the needs and vision for the future within the General Plan.

## GENERAL PLAN UPDATE

Overall, the General Plan Update will emphasize a renewed Downtown and redefined corridors, focus areas and activity centers to help shape and distribute new development, protecting the character of existing residential neighborhoods, and outline the future role and form of Pomona's public realm. Expected to be adopted in spring/summer 2013, the General Plan update will focus on policies that ensure balance and livability through higher densities within the downtown, TOD around station areas, a mix of uses in key centers and along transportation corridors, infill development, and better connectivity.

# CHAPTER 1

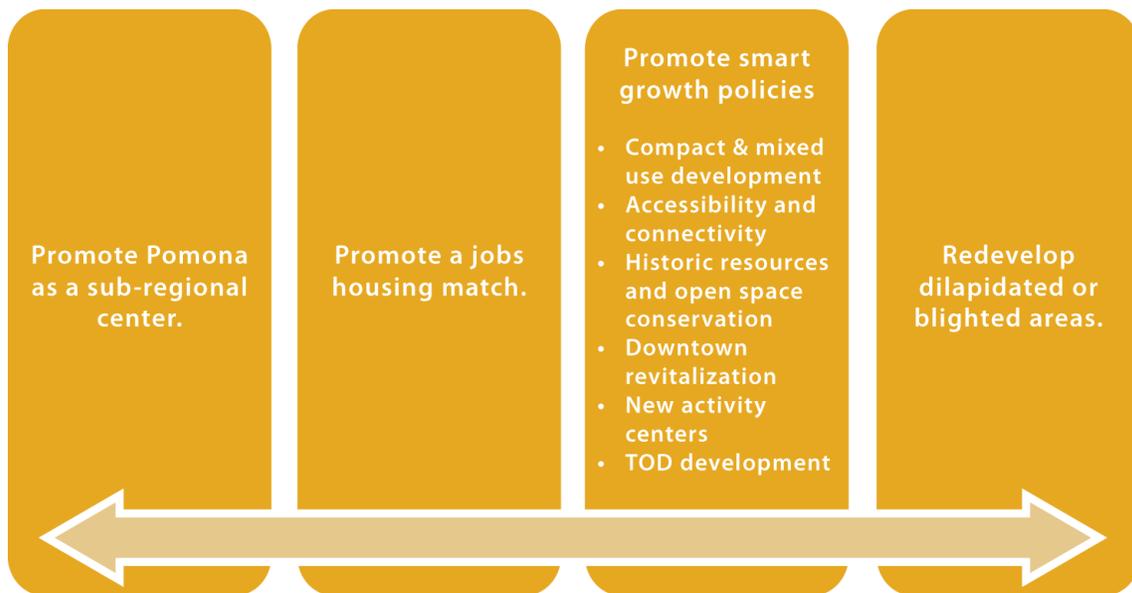
Also recognizing walking and bicycling as healthy, accessible and sustainable forms of transportation, the City has embarked on developing its first ATP as a part of the General Plan Update, which would include a complete Bicycle Master Plan combined with targeted pedestrian and safe routes to school planning efforts. The ATP would be a blueprint for the future of walking and bicycling in Pomona. This plan will augment the options Pomona already provides for those who want to walk and bike.

## CORRIDORS SPECIFIC PLAN

The Corridors Specific Plan will include policies and specific form-based regulations that will guide the physical and economic development of 13 miles of Pomona’s major arterial corridors along Garey Avenue, Foothill Boulevard, Holt Avenue, and Mission Boulevard. The focus would be on higher densities, anchor retail stores and landmarks, activity centers, mixed uses, high-quality and consistent design, and infill development.

## STRATEGY STRUCTURE

In order to achieve a more sustainable future that helps the City meet its energy and GHG reduction goals, the City of Pomona will consider implementing the goals, policies, and actions set forth in this chapter. The City’s approach is structured around four key strategies, as depicted on Figure I.3.



**Figure I.3. Key Strategy Areas for Land Use and Community Design**

## STRATEGY HIERARCHY

Each topic area includes corresponding goals, policies, and supporting actions that are necessary for successful implementation. Together, the goals, policies, and actions provide the City’s strategy to achieve the efficiencies in land use and community design element that would help the City meet the GHG emission reduction targets of the Green

Plan. Each piece has a unique function, but they collectively work together to achieve the vision of a more sustainable Pomona in the future.

- **Goal:** The desired end state or expected outcome related to GHG emission reductions. Each goal corresponds to one of the topic areas identified.
- **Policy:** A statement that guides decision-making and indicates a commitment to achieve the specified outcomes of the goal. Policies provide the foundation for quantification of GHG emission reduction potentials.
- **Implementation Action:** An action, procedure, program, or strategy to achieve the GHG emission reductions of a policy. Action items provide interim steps or supporting strategies and indicate the range of opportunities to increase the GHG emission reduction potential of a policy.

## POLICY CRITERIA AND EVALUATION

The connection between the land use changes proposed in this chapter and quantifiable energy and GHG emission reductions is nebulous for the most part. This assessment recognizes the broad value of land use efficiencies for the community and the City of Pomona. Not only will land use efficiencies reduce GHG emissions and energy use, but they will also provide an opportunity to improve the quality of homes and businesses, increase property values, improve community identity, and result in a healthier, greener, and more livable city.

## COMMUNITY STRATEGIES FOR LAND USE AND COMMUNITY DESIGN

The following goals, policies, and actions are aimed at changes for more efficient land use and community design patterns within the community.

### GOAL 1.1: PROMOTE POMONA AS A SUB-REGIONAL CENTER THROUGH THE CREATION OF A DIVERSE ECONOMIC BASE, QUALITY RETAIL OPPORTUNITIES AND EXCELLENT TRANSIT CONNECTIVITY

#### POLICY 1.1.1: STRIVE TOWARD A JOBS-HOUSING BALANCE AND MATCH

Actions:

- Address housing/jobs balance by increasing employment opportunities within the City.
- Improve Pomona's quality-of-life by implementing actions to attract companies in the high-tech and bio-tech industries which employ highly skilled workers.
- Develop partnerships with existing and new employers to provide professional training and educate the workforce.
- Utilize survey data to identify the industries that currently employ the City's residents elsewhere. Create strategies to concentrate additional jobs in the City in these industries.



# CHAPTER 1

- Identify industries that can benefit from synergies with the existing respected institutions in the City, such as including bio-sciences, aerospace and agriculture, and provide incentives for them to relocate to the City.
- Strengthen the physical relationship between workplace districts and Cal Poly / Downtown.
- Support renovation and reconfiguration to allow new businesses in target industries to occupy existing buildings.
- Promote live-work units that can form the basis for small businesses in the City.

## **POLICY 1.1.2: COLLABORATE WITH NEARBY CITIES AND REGIONAL AGENCIES ON SUSTAINABLE ECONOMIC DEVELOPMENT STRATEGIES AND ENVIRONMENTAL STEWARDSHIP**

### Actions:

- Continue to work collaboratively with San Gabriel Valley Council of Governments on energy efficiency and smart growth regional actions.
- Work with Southern California Association of Governments and Los Angeles Metro to promote and incorporate the vision of Pomona as a sub-regional center with its excellent connectivity and diverse opportunities.
- Explore funding opportunities through programs offered by regional and state agencies that can enable the City to meet its long-term vision and goals.
- Bring economic prosperity to the region via strategic development in downtown, along the major corridors, TOD, and activity centers.
- Cluster freight facilities near ports, airports and rail terminals.
- Work with neighboring jurisdictions, especially La Verne, for seamless development around the Metrolink station areas.
- Explore future transit connectivity and work with regional agencies to create new lines or expand existing facilities in a way that meets the City's goals.

## **GOAL 1.2: ADOPT POLICIES THAT PROMOTE COMPACT AND EFFICIENT DEVELOPMENT IN NEW AND EXISTING COMMUNITIES**

### **POLICY 1.2.1: FOCUS ON DOWNTOWN REVITALIZATION**

#### Actions:

- Reinforce the downtown as the mixed-use heart of the City, taking advantage of its pedestrian orientation and strong transit service.
- Promote new investments in the downtown area that supports the growth and success of Downtown Pomona.



- Promote new housing to increase the number of people who live in Downtown.
- Plan for mixed income housing to allow residents from all income categories to live within the downtown with access to transit, and a mixed-use city center.
- Accommodate new mixed-use development surrounding the transit center and retail core.
- Plan, zone and provide incentives for new development within the downtown that meets its vision as the City's transportation, social, economic, and cultural hub.
- Preserve the historic downtown character by promoting adaptive re-use opportunities.
- Explore the opportunity of adding parking meters to reduce congestion and facilitate downtown use.

## **POLICY 1.2.2: PROMOTE INFILL DEVELOPMENT TO MAXIMIZE LAND USE EFFICIENCIES AND THE OPTIMUM UTILIZATION OF THE LIMITED VACANT LAND REMAINING IN THE CITY**

### Actions:

- Create a new inventory or update the existing inventory for infill development sites.
- Plan, zone and provide incentives for new development and renovation of existing uses in identified infill areas, such as a reduced permit fee or an expedited permit process.

## **POLICY 1.2.3: PROMOTE HIGHER DENSITIES AND A MIX OF USES IN THE DOWNTOWN, TRANSIT CENTERS, AND ACTIVITY CENTERS AND ALONG TRANSPORTATION CORRIDORS**

### Actions:

- Ensure that the GP Update and the Corridors Specific Plan incorporate smart growth measures to plan for compact development and a mix of uses within key focus and growth areas of the City.
- Update the zoning codes to increase density requirements and permit mixed uses in these areas once the GP Update and the Corridors Specific Plan have been adopted.
- Promote activity centers, clustered at crossroads that provide retail services that satisfy investor preferences and target the local community.
- Create anchor stores at activity centers and make retail distribution more efficient throughout these activity centers.
- Promote TOD around the existing and proposed stations, by adopting station area plans that focus on compact, mixed use development that is high quality and within walking distance of stations, either a ¼-mile or ½-mile radius.
- Ensure that transit oriented districts are walkable, active, and integrated into the City.
- Transition development along the railroad tracks to a series of mixed-use neighborhoods that build upon the character of existing adjacent development.
- Preserve stable neighborhoods by limiting intensity and activity to major crossroads locations throughout the City or activity centers, TOD areas, and transportation corridors.

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- Ensure that the form of new development does not negatively impact the character of surrounding districts or neighborhoods.

## **POLICY 1.2.4: EXPAND HOUSING CHOICES FOR ALL INCOME LEVELS**

### Actions:

- Promote high-density and mixed income housing at key locations throughout the City.
- Provide density bonuses and other incentives to provide affordable housing opportunities.
- Promote second units to allow higher efficiencies in existing residential districts.



## **POLICY 1.2.5: ENCOURAGE NEW HOUSING AND MIXED USE DEVELOPMENTS BE BUILT TO LEED [LEADERSHIP IN ENERGY AND ENVIRONMENTAL DESIGN] STANDARDS FOR NEIGHBORHOOD DEVELOPMENT [LEED-ND] OR ITS EQUIVALENT**

### Actions:

- Ensure that the new GP Update and the Corridors Specific Plan incorporates this requirement.
- Encourage all new development to be LEED-ND certified or adopt measures to qualify for such a certification.
- Educate and collaborate with the project developers to achieve this goal.
- Provide expedited application processing for development projects that meet climate change response policies.

## **POLICY 1.2.6: DEVELOP SYNERGY WITH EXISTING MAJOR INSTITUTIONS WITHIN THE CITY**

### Actions:

- Improve walkability and connectivity between Downtown and the City's major institutions.
- Support the expansion/strategic change of these important City assets.
- Plan for the type of development that will both support and capture value from the institutions on and around these campuses.
- Work with the institutions such as Cal Poly, the Fairplex, Lanterman Center, the Pomona Valley Hospital Medical Center, and Western University of Health Sciences to identify opportunities that can benefit both the City and the institutions.

## **POLICY 1.2.7: FOCUS ON TRANSPORTATION CORRIDORS TO REJUVENATE THE CITY'S RETAIL SECTOR, FOCUS HIGH-DENSITY MIXED USE DEVELOPMENT, AND CREATE QUALITY DESIGNS**

### Actions:

- Re-position disinvested corridor properties to capture value in the contemporary marketplace.
- Adopt and implement the Corridors Specific Plan to transform the visual character of Garey Avenue, Holt Avenue, Mission Boulevard and Foothill Boulevard from “anywhere strips” to their proper roles as iconic gateways to and from Downtown and to other key destinations, and as the city’s most visible thoroughfares.
- Establish segments along these transportation corridors in between major crossroads or activity centers, where each segment has its own distinct character and clear market focus.
- Extend residential entitlements to properties no longer advantageously positioned for retail development.
- Make sure that new commercial investment between activity centers is consistent and compatible with each segment’s market focus.
- Identify capital improvements that will improve the character of major gateway corridors and help catalyze new development.
- Ensure that new development helps establish an appropriate edge to adjacent stable neighborhoods.
- Ensure that new development along the corridors will be of high quality and consistent with the City’s long term vision.



## **POLICY 1.2.8: STRENGTHEN EXISTING NEIGHBORHOOD CHARACTER AND MAKE EXISTING RESIDENTIAL DISTRICTS MORE SUSTAINABLE**

### Actions:

- Strengthen stable neighborhoods with new open spaces and street improvements including sidewalks, street furniture, greenways etc.
- Preserve the scale, character, and value of established neighborhoods by ensuring that new residential development is well integrated with existing development.
- Promote second units to optimize land use in low-intensity neighborhoods while maintaining its residential character.
- Adopt residential design guidelines that would provide guidance for architectural features keeping in mind scale, proportion, balance, and consistency, based on each residential neighborhood district.
- Minimizing the visual prominence of hillside development, to protect features ridgelines, grasslands, stands of trees and individual mature trees that contribute to Pomona’s natural beauty.

# CHAPTER 1

- Adopt a higher percentage of pervious surface requirements under the zoning code.
- Incentivize green residential practices and upgrades.

## **GOAL 1.3: INTEGRATE MOBILITY WITH LAND USE**

### **POLICY 1.3.1: ESTABLISH LAND USE POLICIES THAT MAXIMIZE RETURNS ON INVESTMENT IN TRANSIT, PEDESTRIAN, AND BIKE CONNECTIVITY AND CONTRIBUTE TO LONG-TERM REGIONAL MOBILITY, LIVABILITY, AND SUSTAINABILITY**

#### Actions:

- Zone for concentrated activity centers around transit service, significant intersections that are within walking or biking distance from all neighborhood residential districts.
- Enhance pedestrian, bicycle, and vehicular connectivity around Metrolink and future transit stations.
- Provide incentives and remove zoning and other barriers to mixed-use and higher intensity development at transit nodes and along transit corridors (existing and planned).
- Require new development at transit nodes and along transit corridors to meet planning and design standards to generate, attract, and facilitate transit ridership as a condition of approval.
- Integrate park-and-ride lots with multi-use facilities.
- Evolve the corridors and connected street network towards pedestrian, transit and bicycle-friendly “Complete Streets,” linked with the City’s promenades, trails, parks, and other public open spaces through adoption and implementation of the Corridors Specific Plan.

### **POLICY 1.3.2: CREATE COMMUNITIES AND NEIGHBORHOODS THAT ARE ATTRACTIVE, SAFE, AND CONVENIENT FOR PEDESTRIANS AND BICYCLISTS**

#### Actions:

- Plan and permit road networks of neighborhood-scaled streets (generally two or four lanes) with high levels of connectivity and short blocks.
- Assess and report on pedestrian and bicycle conditions in existing communities and neighborhoods.
- Develop a community wide pedestrian and bicycle plan and capital program that maximizes the potential for residents to walk or bicycle within and between neighborhoods.
- Require new commercial development to install bicycle parking facilities and other cyclist amenities at a level commensurate with the number of employees or square footage.
- Adopt and implement the community wide pedestrian and bicycle plan being updated as part of the City’s Active Transportation Plan.
- Provide bicycle access to transit services on major transit corridors and other routes that may attract bicyclists, such as routes serving schools and colleges.

- Require sidewalks in all new developments.
- Install traffic calming devices and other measures to reduce traffic speeds and volumes and increase the safety and feasibility of bicycling and walking when warranted.
- Implement design standards that require streets and sidewalks to be designed for multi-modal mobility and access, including walking and bicycling, to ensure that new development is designed, sited and oriented to facilitate pedestrian, bicycle and other mobility and access.

## **GOAL 1.4: CONSERVE OPEN SPACE RESOURCES AND PROMOTE URBAN FORESTS AND RECREATIONAL OPPORTUNITIES**

### **POLICY 1.4.1: IDENTIFY OPEN SPACE RESOURCES AND PRIORITY AREAS THAT SHOULD BE DESIGNATED AS OPEN SPACES**

#### Actions:

- Include an inventory of existing and potential open space resources in the General Plan update.
- Update the Citywide Park Facilities master plan, adopted in 1997.
- Develop strategies on acquiring and conserving the open space resources that are privately owned.
- Create and preserve greenbelts as dedicated open space resources.

### **POLICY 1.4.2: REQUIRE NEW DEVELOPMENTS TO PROVIDE IN-LIEU FEES OR DEDICATED LANDS**

#### Actions:

- Require new development to set aside land as open spaces, or for the development of parks and recreational resources.
- Modify the zoning codes to include requirements of in-lieu fees in the place of dedicated lands that can be used for landscaping, neighborhood parks, and space conservation easements.
- Provide density bonuses or more flexible floor area ratio requirements to allow higher dedication of land for these purposes.
- Integrate attractive streetscapes, adequate sidewalks, landscaped medians and parkways that provide buffering for residential uses and other amenities and are constructed with reliable long-term maintenance systems.

## **POLICY 1.4.3: EXPAND RECREATIONAL FACILITIES IN THE CITY**

### Actions:

- Pursue the provision of providing three acres of parkland per 1,000 residents.
- Pursue ways to take better advantage of its existing Joint Use Agreement between the City of Pomona and the Pomona Unified School District to expand the City's park facilities.
- Target creation of parks and open space resources in areas that are currently underserved, areas that would undergo densification, and easily accessible locations.

## **GOAL 1.5: MAKE POMONA A VIBRANT SOCIAL CENTER THROUGH COHERENT AND HIGH-QUALITY COMMUNITY DESIGN THAT PROVIDES A BETTER QUALITY OF LIFE FOR ALL RESIDENTS AND FOSTERS COMMUNITY PRIDE**

### **POLICY 1.5.1: DEVELOP FORUMS FOR PUBLIC ART AND COMMUNITY INTERACTION**

#### Actions:

- Support development of forums for public art to include art or music competitions, outdoor exhibit spaces, and public facilities for cultural events and art shows.

### **POLICY 1.5.2: PRESERVE THE CITY'S UNIQUE HISTORICAL AND ARCHITECTURAL HERITAGE WHILE ENSURING QUALITY NEW DEVELOPMENTS**

#### Actions:

- Continue to implement the City's Historic Preservation ordinance that includes requirements and guidelines for owners of historic landmarks or properties within historic districts.
- Provide historic preservation incentives such as the ability to apply for local, state or federal funding.
- Continue to incentivize the historic preservation program through the Mills Act Historic Property Contract, State Historical Building Code (SHBC), or through recognition by the City.
- Explore grant opportunities through the California Heritage Fund Grant program. Utilize Historic Rehabilitation Tax Credit.
- Advertise tax deductions for restoration projects through the National Register of Historic Places program.
- Explore funding opportunities through the New Markets Tax Credit, a federal program to support low-income communities.
- Utilize Federal Housing and urban development programs to target designated historic districts/resources as candidates for zero or low-interest revolving loans.
- Advertise the City's historic preservation program and educate and guide the property owners, architects, and contractors on funding opportunities, design guidelines and ordinance requirements.

- Update the inventory of historic buildings.
- Promote adaptive reuse by offering incentives such as a reduced permitting fee, and/or expedited permitting process.
- Integrate the development of new projects adjacent to historic resources by being sensitive to the existing context.
- Ensure that new buildings and landscaping contribute to the emergence of an increasingly visible and memorable visual identity appropriate to Pomona's unique history and character.
- Establish form-based zoning codes for Corridor Specific Plan Areas that include building placement and design that complements the physical character of adjacent developments (especially where uses are different), organize user and visitor movements to focus public activity and strengthen safety, and support positive street environments and district character.

## **POLICY 1.5.3: PROMOTE PUBLIC ART THROUGHOUT THE CITY**

### Actions:

- Make the provision for public art along major transportation corridors and entryways into the City as well as within Downtown and neighborhood centers.
- Support the Arts Colony, as well as public murals and art installations throughout the City. These installations could include sculpture, murals, signage, banners, lighting and even special paving or landscaping.

## **MUNICIPAL STRATEGIES FOR LAND USE AND COMMUNITY DESIGN**

The following goals, policies, and actions are aimed at integrating land use, community design and transportation from a municipal perspective to help reducing GHG emissions and attain energy efficiencies.

### **GOAL 1.6: ESTABLISH PLANNING PROCESSES THAT ENCOURAGE REDUCING GREENHOUSE GAS EMISSIONS**



## **POLICY 1.6.1: INCORPORATE GREENHOUSE GAS EMISSIONS CONSIDERATIONS INTO THE GENERAL PLAN AND ENVIRONMENTAL REVIEW PROCESS**

### Actions:

- Analyze impact of greenhouse gas emissions from land use and transportation sectors in the EIR prepared in connection with general plan updates.

# CHAPTER 1

- Amend local CEQA guidelines to explain how analysis of greenhouse gas emissions will be treated, such as thresholds of significance. Use recommendations published by the California Air Pollution Control Officers Association at [www.capcoa.org](http://www.capcoa.org).
- Analyze impacts of development projects on safety, availability and use of alternative transportation in CEQA documents.

## **POLICY 1.6.2: ESTABLISH PLANNING PROCESSES THAT ARE EFFICIENT AND OVERARCHING IN VISION**

### Actions:

- Implement a regional blueprint or other long-range, regional planning process to assess the climate impacts of future growth and develop a preferred regional climate-friendly growth scenario.
- Develop and adopt a preferred “climate-friendly” land use and transportation scenario for future development to reduce VMT through software tools such as the PLACE3S system developed by the California Energy Commission.
- Incorporate land use and transportation policies in the General Plan, capital improvement program and other planning and spending documents, codes and ordinances to reflect the preferred “climate friendly” land use and transportation scenario.
- Coordinate planning and project approval procedures to increase collaboration between land use and transportation planning staff.
- Involve emergency responders early and consistently in development of growth plans.

## **LAND USE AND COMMUNITY DESIGN SUMMARY**

The current scenario for global climate change, combined with a foreseeable energy crisis, mounting water shortages, and the extinction of some existing species, makes environmental sustainability an important objective. Sprawl, the most common pattern of development in many parts of the United States since the 1950s and 1960s, is believed to be unsustainable. It is considered to be a major cause of GHG emissions, loss of open space and natural habitats, and other environmental problems. This growth pattern needs to be corrected through implementation of smart growth policies in city planning. The City of Pomona is in the process of adopting a greener, more sustainable vision for the city on all three sustainability fronts: economic, environmental, and social. Land use and community design is one of the most important areas that can affect how the City achieves its goals. With existing strengths such as location, a strong downtown, and excellent transit service, the City, through the goals, policies, and actions identified in this chapter, can start making that transition. Denser, more mixed-use centers; accessible and connected job, retail, and residential centers; and quality neighborhood districts will result in a more sustainable future for Pomona.

CHAPTER 2

GREEN

BUILDING

# CHAPTER 2

## BACKGROUND

The City of Pomona has identified green building as a method to reduce the impact of construction and operation of buildings on the natural environment. The 2011 Update to the Pomona General Plan identifies the following principles as a framework for green building: commitment to quantifiable targets for evaluating health factors, ecology, and resource use; close collaboration between multi-disciplinary design teams throughout building design and construction; assessment of green building strategies throughout building design phases through computer simulations; and evaluation of capital costs and life-cycle costs to assess design alternatives.

## EXISTING CONDITIONS

Buildings in the City may or are required to adhere to a wide range of plans, codes, guidelines, and performance rating systems. These include the Pomona General Plan, the Pomona Energy Action Plan (EAP), the California Green Building Standards Code (CALGreen), the County of Los Angeles Green Building Program, and the LEED building certification program. As of January 1, 2011, the 2010 edition of CALGreen requires mandatory minimum green building requirements for all buildings in the state of California. In addition to the requirements, the CALGreen code includes two optional tiers with higher green building standards. This chapter of the Pomona Green Plan expands on the green building requirements of CALGreen and complements the energy efficiency strategies presented in the Pomona EAP.

## STRATEGY STRUCTURE

To foster advanced and multi-disciplinary green building with low environmental impacts, the City of Pomona will need to implement the goals, policies, and actions set forth in this chapter. The City's strategy is structured around two key topic areas: community and municipality.

## STRATEGY HIERARCHY

Each topic area includes corresponding goals, policies, and supporting actions that are necessary for successful implementation. The policies and actions provide the City's strategy to achieve the green building



goals. Each piece has a unique function, but they collectively work together to encourage green building.

**Goal:** The desired end state or expected outcome related to green building.

**Policy:** A statement that guides decision-making and indicates a commitment to achieve the specified outcomes of the goal.

**Action:** An action, procedure, program, or strategy to implement a policy. Action items can provide interim steps or supporting strategies.

## COMMUNITY GREEN BUILDING STRATEGIES

The following goals, policies, and actions are intended to foster advanced green building within the community.

### GOAL 2.1: INCREASED GREEN UPDATES TO EXISTING BUILDINGS

#### POLICY 2.1.1: ENCOURAGE AND INCENTIVIZE ENERGY AUDITS

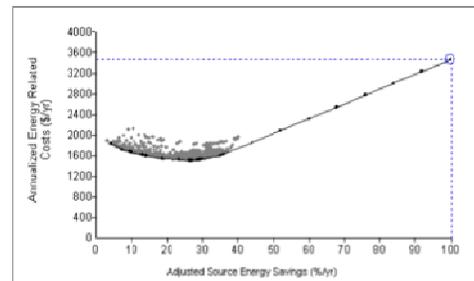
Actions:

- Add an easily accessible direct link to the “Energy Upgrade California- Los Angeles County” website from a new green building section on the “Living” page of the City of Pomona website.
- Conduct feasibility study to assess costs and benefits of developing a City of Pomona managed incentive program for Building Energy Audits.
- Create voluntary program encouraging energy audits as a part of purchasing or selling a home or building.

#### POLICY 2.1.2: DEVELOP POMONA GREEN BUILDING RETROFIT GUIDEBOOK “RETROFITTING TO NET-ZERO”

Actions:

- Perform assessment of the energy use and construction type of existing Pomona buildings.
- Categorize existing buildings by construction date and building type.



#### BEopt Optimization Results

[http://beopt.nrel.gov/sites/default/files/feat\\_output\\_screen.png](http://beopt.nrel.gov/sites/default/files/feat_output_screen.png)

## CHAPTER 2

- Utilize BEopt<sup>1</sup> to determine cost-optimal scenarios for retrofit for each category of existing buildings.
- Publish Green Building Retrofit Guidebook detailing BEopt results for each category of building with investment and potential savings estimates on The City website.

### **POLICY 2.1.3: ENCOURAGE AND INCENTIVIZE ENERGY EFFICIENCY UPGRADES**

#### Actions:

- Conduct feasibility study to assess costs and benefits of a City run incentive program for energy efficiency upgrades.
- Organize green building workshops to educate building and home owners on building energy efficiency upgrades and provide an opportunity for communication between owners, contractors, city officials, and green building experts.

### **POLICY 2.1.4: PROMOTE INFILL DEVELOPMENT AND REPURPOSEMENT OF EXISTING BUILDINGS**

#### Actions:

- Assess feasibility of re-zoning current buildings with intent of facilitating repurposment of existing structures.
- Develop 'fast-track' process for permitting infill development and building repurposment projects.

## **GOAL 2.2: ENCOURAGE “NET-ZERO” DESIGN OF NEW BUILDINGS**

### **POLICY 2.2.1: CLEARLY DEFINE AND PUBLICIZE NET-ZERO GOALS**

#### Actions:

- Engage local community to collectively define net-zero buildings and publish definition prominently on the City website<sup>2</sup>. Establishing a well-defined goal within the community will facilitate efforts to encourage net-zero design of buildings.
- Develop and publish a goal for the percent of new buildings required to meet the net-zero definition.
- Educate the public about the complementary roles of energy efficient design and renewable energy in designing net-zero buildings.

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<sup>1</sup> “BEopt (Building Energy Optimization software) software provides capabilities to evaluate residential building designs and identify cost-optimal efficiency packages at various levels of whole-house energy savings along the path to zero net energy.” BEopt was developed by the National Renewable Energy Laboratory (NREL)- <http://beopt.nrel.gov/>

<sup>2</sup> There is a wide- range of several different definitions for ‘Net-zero’ with focuses on costs, emissions, local energy use (at building site), source energy use (at the energy generation site), and grid connectivity. Crawley et al. (2006) provide a thorough discussion of the definition of ‘net-zero’ in their report “Zero Energy in Buildings: A Critical Look at the Definition.”

- Engage utility partners in discussions of the long-term implications of proliferation of net-zero buildings and strategies The City, building owners, and the Utilities can prepare for the anticipated implications.

## **POLICY 2.2.2: EDUCATE STAKEHOLDERS ABOUT NET-ZERO DESIGN TOOLS AND STRATEGIES**

### Actions:

- Organize design seminar with green building experts to educate community on building strategies to reach net-zero.
- Provide links to and summaries of available net-zero design resources like BEopt and the National Renewable Energy Laboratory (NREL) Sustainable Green Buildings and Research Support Facility Case Study page.

## **POLICY 2.2.3: DEVELOP POMONA GREEN BUILDING DESIGN GUIDEBOOK “DESIGNING NET-ZERO NEW CONSTRUCTION”**

### Actions:

- Define classifications for new-construction buildings by use and energy consumption.
- Utilize BEopt to determine cost-optimal scenarios for net-zero new construction for each classification of new construction building.
- Publish Green Building New Construction Guidebook detailing BEopt results for each category of building with investment and potential savings estimates on The City website.

## **MUNICIPAL GREEN BUILDING STRATEGIES**

The following goals, policies, and actions are intended to foster adoption of green building by the City.

### **GOAL 2.3: EXPAND VISIBILITY OF EXISTING LOCAL GREEN BUILDING INCENTIVES, RESOURCES, AND REQUIREMENTS**

#### **POLICY 2.3.1: ADD A GREEN BUILDING SECTION TO THE “LIVING” PAGE ON THE CITY OF POMONA WEBSITE**

### Actions:

- Inform residents of City Codes and Requirements relevant to building and remodeling projects.
- Add direct link to the Green LA County website from the City of Pomona Website.
- Provide up-to-date information on green building or energy efficiency incentive or rebate programs offered by the City.

## CHAPTER 2

- Provide links to and summaries of available green building resources like the Los Angeles County Green Building Technical Manual, local chapters of the U.S. Green Building Council (USGBC), and other green building organizations.
- Provide case studies of successful green building projects within the City.
- Provide information about green building workshops occurring locally.

### GOAL 2.4: LEAD COMMUNITY THROUGH IMPLEMENTATION OF GREEN BUILDING PRACTICES AND CODES

#### POLICY 2.4.1: CONSIDER EXCEEDING MANDATORY GREEN BUILDING CODES AS CITY CODE

##### Actions:

- Adopt to consider Tier 2 or ASHRAE 189.1 codes requirements by green building category (Building Site, Materials, Energy, Environment, etc.) as meets the City's needs.
- Adopt to consider ASHRAE 189.1 Section 6.3.2 and 6.3.3 to reduce water use and measure water consumption, respectively.
- Adopt to consider ASHRAE 189.1 Section 7.3.3, which requires measurement devices with remote communication capability for energy sources and energy uses above base levels.

#### POLICY 2.4.2: ANALYSIS AND MANAGEMENT OF BUILDING ENERGY USE DATA TO VALIDATE AND SUPPORT GREEN BUILDING PROGRAMS

- Integrate individual building energy metering with the City's Enterprise Energy Management Information System (EEMIS).
- Utilize energy consumption data to track the City's progress towards the goal of 15 percent reduction in electricity use (kilowatt-hours [kWh]) outlined in the City EAP.
- Make energy use data available to public through interactive web tools as an educational tool.



### GREEN BUILDING SUMMARY

The actions and policies presented in this chapter of the Pomona Green Plan provide a path to achieving the City's goal of increasing green building.

Increasing the prevalence of green building practices will reduce the environmental impacts of constructing and operating buildings. This chapter has focused on increasing knowledge of net-zero building, which relies on the dual strategy of highly energy-efficient design and construction and on-site renewable energy generation. Buildings that achieve net-zero will serve as exemplary case studies for the community. Also, the lessons learned from these buildings will be applicable to all buildings in the area. Ultimately, expanding green building within the Pomona community will decrease the consumption of valuable resources and reduce building operating costs for the City and Pomona residents.

Example of a web-based graphing tool for tracking electricity use

## CHAPTER 3

# EFFICIENT TRANSPORTATION

# CHAPTER 3

An efficient transportation system would require the development of a number of alternative mode choices to the automobile to ensure greater connectivity and accessibility, fewer GHG emissions, less road congestion, and a healthier life style. This chapter provides an assessment of existing transportation conditions, identifies ongoing efforts to promote sustainable transportation systems, and establishes future strategies to meet the City’s vision to maximize mobility and accessibility for all people in a sustainable manner.

## BACKGROUND

The majority of the existing GHG emissions in the City today come from automobiles. A complete dependency on vehicular travel due to existing patterns of development needs to be reconfigured to promote alternative mode choices, increased compact development, and efficiencies in the transportation system. The City of Pomona is centrally located within the San Gabriel Valley, is served by a number of major freeways in the area, and has access to various existing and proposed transit connections that connect Pomona with the Inland Empire, Los Angeles, and Orange County. Also, Ontario International Airport, just 10 miles to the east, has established itself as a major gateway to the region, serving approximately 6 million passengers annually. With a vision to promote the City as a sub-regional center, these resources need to be harnessed in an efficient fashion to foster economic growth while promoting alternative mode choices. A focus on dense, mixed-use development around existing and proposed transit stations would result in TOD that would foster ridership and lessen dependence on the automobile. With a primarily flat topography and a grid-like road pattern, the City has built-in strengths that can promote alternatives to automobile use such as biking and walking. By promoting activity centers, TOD, and a revitalized downtown that is within walking or biking distance from the majority of the neighborhoods, the City has an opportunity to reduce short automobile trips with bicycle or pedestrian trips, which would significantly reduce emissions. Nearly 90 percent of the emissions associated with a 7-mile auto trip are generated in the first mile because car engines produce more pollutants when they are cold and are operating less efficiently. An estimated replacement of 1 percent of auto trips by cycling can drop emissions by 2 to 4 percent<sup>3</sup>.

To ensure efficient transportation systems, traditional dense patterns of development that promote alternatives to the use of the automobile are necessary; these patterns will promote walking, biking, and transit use. Therefore, this chapter is closely linked to Chapter 1, Land Use and Community Design, which provides a basis for Pomona’s future on a smart growth development pattern that negates the effects of sprawling suburban development.

Chapter 3, Efficient Transportation, primarily focuses on goal setting to enhance efficiencies within the existing system, the promotion of alternatives to the automobile, and the provision of the infrastructure necessary for a more sustainable local and regional transportation system that also meets the City’s GHG reduction targets.

## REDUCTION TARGETS

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<sup>3</sup> Maggie L. Grabow, Scott N. Spak, Tracey Holloway, Brian Stone Jr., Adam C. Mednik, and Jonathan A. Patz, “Air Quality and Exercise-Related Health Benefits from Reduced Car Travel in the Midwestern United States,” *Environmental Health Perspectives*, Vol. 120, No. 1 (January 2012): 68.

To meet the requirements of AB 32 and SB 375, as described in Chapter 1, Land Use and Community Design, the City of Pomona has identified key GHG emission reduction targets that support the goals of the SCAG 2012-2035 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS 2012) and local planning priorities. The baseline GHG emissions indicate that 53% of community GHG emissions come from on-road transportation and 36 percent of municipal emissions result from the City's fleet and City employee commutes. A memorandum prepared by City consultants provided land use and transportation projections based on SCAG data and formed the basis for these calculations (see Appendix A). The policies discussed in this chapter will focus on community and municipal strategies that would help attain the GHG emission reduction targets. In addition, efficiencies in the transportation system when combined with smart growth will reduce VMT, reducing GHG emissions and improving air quality in the region. It will also have the added benefit of reducing congestion, and improving the health and safety of its residents.

Accordingly, this chapter also presents the State-recommended GHG reduction target of 15 percent below baseline emissions levels by 2020 as a supportive target. This approach equips the City to understand the relative impact of transportation efficiency within the overall regulatory guidance related to GHG emissions.

## NEAR-TERM AND RECENTLY COMPLETED PROJECTS

At the time of initial authoring of this plan, there are three simultaneous City documents in the process of being updated or created that have elements supporting an efficient and sustainable transportation system in the City of Pomona to meet its reduction goals. These efforts include the General Plan Update, which was last updated in 1976; a new Corridors Specific Plan, which is still under review by City staff; and the ATP, which is likely to be incorporated with the General Plan and adopted in the spring or summer of 2013. In addition, the City has also invested or planned a number of other transportation improvements under the Capital Improvement Program (CIP) as further outlined below.

### General Plan Update

The General Plan Update will have a strong emphasis on balanced transportation and a nexus to land use planning that maximizes mobility and accessibility for all people and goods in the region, preserves and ensures a sustainable regional transportation system; maximizes the productivity of the existing transportation system; preserves natural open space, protects the environment, improves air quality and promotes energy efficiency; utilizes infill development where appropriate to revitalize underutilized sites; focuses growth and intensity along transit corridors and nodes; provides housing opportunities near major job centers to match changing demographics; and respects local input and feedback. The General Plan Update will also place a strong emphasis on improving the pedestrian environment in the City. To make the pedestrian experience safer and more enjoyable in Pomona, the General Plan update will establish policies related to the provision of pedestrian amenities, installation of crosswalks, and funding of pedestrian-related improvements, including streetscape improvements, many of which are also included within this chapter.

More than half of all community related GHG emissions come from on-road transportation

Recognizing walking and bicycling as healthy, accessible and sustainable forms of transportation, the City has also embarked on developing its first ATP as a part of the General Plan Update. The ATP would include a complete Bicycle Master Plan combined with targeted pedestrian and safe routes to school planning efforts. The ATP will be a blueprint for the future of walking and bicycling in Pomona. Pomona already provides options for those who want to walk and bike. However, the emerging economic vitality of downtown Pomona, proximity to schools and institutions of higher learning, and transportation assets such as the downtown Pomona Amtrak/Metrolink

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station and future TODs will provide opportunities to expand mobility choices in Pomona, making it an even more inviting place to walk and bike.

### **Corridors Specific Plan**

Opportunities to improve the efficiencies of the major transportation corridors within the City along Garey Avenue, Holt Avenue, Mission Boulevard, and Foothill Boulevard are also being included within the development of Pomona's Corridors Specific Plan, likely to be adopted by the City Council in spring or summer of 2013. This Specific Plan will include guidelines and regulations for the improvement, provision, configuration and design of streets and parking to ensure quality and consistency amongst developments. These regulations and guidelines will ensure enhanced connectivity, a safe and attractive streetscape environment for pedestrians, bicyclists and car riders, and an efficient circulation system along these corridors. The Specific plan will also encourage shared parking where mixed use areas with different peak-demand times can utilize the same parking, for greater efficiency. Opportunities for reduced parking requirements for areas with greater access to transit, or related to uses that requires lesser parking, will also be identified within the Specific Plan.

### **Other Efforts**

The City has also invested or planned for a number of other transportation improvements including grade separations, median improvements, traffic signal improvements, construction of new sidewalks, and an Intelligent Roadway / Rail Interface System (IR/RIS) designed to improve train control and reduce driver delay at grade crossings. The City also partners with Claremont, La Verne, and San Dimas to operate the Pomona Valley Transportation Authority (PVTA) that is formed through a voluntary agreement of the four cities. PVTA is the community transit provider and also offers transportation programs for seniors and the disabled.

## **STRATEGY STRUCTURE**

In order to achieve the target GHG emission reductions by 2020, the City of Pomona will need to implement the goals, policies, and actions set forth in this chapter. The City's approach to efficient transportation is structured around four key strategies, as depicted on Figure 3.1.



**Figure 3.1. Key Strategies for Efficient Transportation**

## STRATEGY HEIRARCHY

Each topic area includes corresponding goals, policies, and supporting actions that are necessary for successful implementation. Together, the goals, policies, and actions provide the City's strategy to achieve the GHG emission reduction targets of the Green Plan. Each piece has a unique function, but they collectively work together to reduce GHG emissions and promote efficiencies in the transportation system.

- **Goal:** The desired end state or expected outcome related to GHG emission reductions. Each goal corresponds to one of the topic areas identified.
- **Policy:** A statement that guides decision-making and indicates a commitment to achieve the specified outcomes of the goal. Policies provide the foundation for quantification of GHG emission reduction potentials.
- **Implementation Action:** An action, procedure, program, or strategy to achieve the GHG emission reductions of a policy. Action items provide interim steps or supporting strategies and indicate the range of opportunities to increase the GHG emission reduction potential of a policy.

## POLICY CRITERIA AND EVALUATION

Each policy is assessed for its reduction of GHG emissions in government operations or community activities. This assessment recognizes the broad value of transportation efficiency for the community and the City of Pomona. Not only will actions that promote efficiencies in the transportation emission reduce GHG emissions, but also they will provide an opportunity to improve the quality of life of residents, increase connectivity and accessibility, and foster economic growth. A tool to assess the relative feasibility and prioritization of policy opportunities has been provided in the form of a Triple-Bottom-Line Scoring Matrix. An example of the matrix is included herein as Appendix D. The working tool has been provided to the City as a dynamic decision analysis tool.

## COMMUNITY STRATEGIES FOR EFFICIENT TRANSPORTATION

The following goals, policies, and actions are aimed at reducing GHG emissions related to the transportation system. A number of these policies are also included within Chapter 1, Land Use and Community Design.

### GOAL 3.1: IMPLEMENT TRANSPORTATION PLANNING PROCESSES THAT REDUCE AUTOMOBILE DEPENDENCY

#### POLICY 3.1.1: PROMOTE A JOBS-HOUSING MATCH WITHIN THE CITY

Actions:

- Facilitate the location of new employers in the City that meet the demographic profile of its residents.
- Encourage employers to provide training opportunities in the City.

#### POLICY 3.1.2: MAKE REDUCTIONS IN VMT A HIGH-PRIORITY CRITERION IN THE EVALUATION OF POLICY, PROGRAM, AND PROJECT ALTERNATIVES

Actions:

- Ensure that the GP Update and the Corridors Specific Plan incorporate smart growth measures to plan for compact development and a mix of uses.
- Update the zoning codes to increase density requirements and permit mixed uses in these areas once the GP Update and the Corridors Specific Plan have been adopted.
- Promote activity centers that provide basic necessary services such as grocery stores and schools in identified locations that are within walking/biking distance of residential neighborhoods.
- Encourage infill development by shortening the review cycle or reducing permit fees for such projects.
- Dedicate revenues from fees and tolls to promote alternative transportation modes.

#### POLICY 3.1.3: PROVIDE INCREASED ACCESS TO TRANSIT

Actions:

- Coordinate with the Los Angeles Metro, SCAG and surrounding local jurisdictions, to foster regional cooperation to meet the transit needs of the community.
- Prepare a Public Transportation Master Plan to establish a framework for coordinating with the regional and local transit operators and agencies. The Plan will address transit and transportation network/facility improvements, transit routes and headways, funding sources, and responsibility sharing between appropriate transit operators and agencies to bring about improvements.
- Explore opportunities to create Bus Rapid Transit lanes as a part of the Corridors Specific Plan.

- Promote TOD opportunities around the Metrolink stations through the adoption of station area plans around any existing and proposed stations that include a vision for infill, high density, and mixed use communities.
- Promote high density uses around stations and transportation corridors by providing reduced parking requirements, and density bonuses to foster mixed income communities and affordable housing in these areas.
- Provide connectivity to the transit stations through free shuttles during peak hours.
- Ensure inter-modal connectivity to reduce travel time between mode changes, and time local and regional bus departures to coincide with rail service.

## **POLICY 3.1.4: INCREASE BIKEABILITY WITHIN THE CITY THROUGH IMPLEMENTATION OF THE BIKE MASTER PLAN AND OTHER ACTIONS**

### Actions:

- Utilize the Bike Master Plan within the new Active Transportation Plan once adopted as the basis for increasing bike ridership within the City.
- Explore funding opportunities to realize the goals of the Bike Master Plan.
- Utilize technical assistance provided by the Los Angeles County Department of Public Health under the Healthy Policies Initiative.
- Provide bike facilities throughout the City, such as bike racks within activity centers and signage.
- Require new developments and significant renovations of multi-family residential buildings, offices, and commercial buildings to provide bike facilities, including bike racks, showers, and lockers, where appropriate.
- Promote programs such as Pomona's bike-to-work days through the City's website, banners, and large employer participation.
- Partner with the educational institutions to meet the needs of biking students and the youth.
- Promote bicycle community and culture by creating educational and information bike programs within the City.

## **POLICY 3.1.5: MAKE THE CITY AND ITS NEIGHBORHOODS MORE WALKABLE**

### Actions:

- Utilize the Active Transportation Plan, once adopted as the basis for improving walkability within the City.
- Promote street safety for pedestrians by including traffic calming measures where necessary, including lowering speed limits, building textured crosswalks, creating intersection bulb-outs, providing parallel roadside parking, and orienting buildings with street or sidewalk abutting facades.

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- Incorporate street furniture when roadway improvements are being made that include landscaping, benches, signage, lighting, and public art to provide a better experience for pedestrians. [Tom Sweet - The word “walkers” used above. Suggest just using “pedestrians” throughout document]

### **POLICY 3.1.6: PROMOTE ALTERNATIVES TO COMMUTING THROUGH MAJOR EMPLOYERS**

#### Actions:

- Work with major employees in the community to offer incentives and services to increase the use of alternatives to single occupant auto commuting.
- Create voluntary commuter trip reduction programs including carpooling and ridesharing programs, and shuttle services.
- Require all employers that provide subsidized employee parking to offer their employees the option to “cash out” their parking subsidy.
- Encourage key employers within the City to provide flextime and telecommuting options to their employees.
- Encourage and facilitate the development of car-sharing and other services that reduce the need to own a personal motor vehicle.
- Develop and implement voluntary agreements for commute trip reduction programs for new commercial developments.

### **GOAL 3.2: REDUCE GHG EMISSIONS RELATED TO AUTOMOBILE AND ON-ROAD TRANSPORTATION SYSTEMS**

#### **POLICY 3.2.1: ADOPT A GOAL FOR A REDUCTION OF 5 PERCENT FROM THE BASELINE VMT BY THE YEAR 2020**

#### Actions:

- Implement transportation planning procedures that consider demand management solutions equally with strategies to increase capacity.
- Include all significant impacts (costs and benefits) in a benefit-cost assessment of alternatives, including non-market or indirect impacts, such as improving mobility options or reducing air pollution and GHG emissions.
- Implement actions specified under Goal 3.1, promoting alternatives to the automobile.

## **POLICY 3.2.2: IMPROVE INFRASTRUCTURE AND TRANSPORTATION SYSTEMS MANAGEMENT**

### Actions:

- Implement intelligent transportation systems (ITS) for surveillance and traffic control, such as synchronized signals, transit and emergency signal priority, and CCTV cameras, real-time transit information, and real-time parking availability, to improve traffic flow and reduce vehicle idling.
- Implement programs to reduce “incident-based” traffic congestion, such as expedited clearing of accidents from major traffic arteries and airport traffic mitigation.
- Develop infrastructure improvements such as HOV/HOT lanes and dedicated bus rapid transit rights of way.
- Require dedicated parking spots for electric vehicles with charging stations.
- Implement variable (“congestion”) pricing and other pricing mechanisms for parking facilities, to provide incentives and discourage single occupant-vehicle and peak travel.



## **POLICY 3.2.3: REDUCE IDLING TO REDUCE AUTOMOBILE-RELATED GHG EMISSIONS**

### Actions:

- Adopt a policy placing limitations on idling for commercial vehicles, buses and other similar vehicles to 5 minutes in any one-hour period consistent with ARB’s heavy duty truck and school bus regulation.
- Implement the City Council adopted policy by utilizing the existing public works hotline to report an offense.

## **POLICY 3.2.4: IDENTIFY OPPORTUNITIES TO REDUCE TRUCK TRAFFIC AND CREATE EFFICIENT GOODS MOVEMENT THROUGH THE CITY**

### Actions:

- Work with the long range transportation agencies for Los Angeles, San Bernardino, and Riverside Counties to reduce regional freeway congestion from truck traffic and the movement of goods from Los Angeles to the Inland Empire.
- Promote diversion of the on-road movement of goods to railroads.

## **GOAL 3.3: RESTRUCTURE THE CITY'S PARKING REQUIREMENTS TO MEET THE NEEDS OF FUTURE DEVELOPMENT PATTERNS**

### **POLICY 3.3.1: UPDATE PARKING REQUIREMENTS**

Actions:

- Update the zoning codes to reduce parking requirements under certain conditions including, shared parking opportunities and access to other modes of transportation, and where parking studies establish lower needs than the City's requirements.
- Update the zoning codes to create a maximum allowable parking requirement, reducing the potential to create unnecessary parking supply, reduce development costs, and promote shared and efficient parking systems.
- In commercial and mixed-use areas, discourage on-site street-facing parking. Require that any surface parking lots be located at the back to allow more street and building use interaction, and enhance the pedestrian experience and safety.

### **POLICY 3.3.2: ENCOURAGE SHARED PARKING**

Actions:

- Encourage efficiently shared public parking rather than many small, inefficient private lots, particularly in TODs and Activity Centers.
- Utilize the Corridors Specific Plan, once adopted, to create dense areas along the transportation corridors that would promote shared parking.

### **POLICY 3.3.3: CREATE A MARKET FOR PARKING**

Actions:

- Create a healthy market for parking, where parking spaces are bought, sold, rented and leased like any other commodity.
- Explore the option of installing parking meters around Civic Center area and downtown Metrolink station to counter congestion.
- Continue to evaluate potential benefits of installing parking meters in the downtown area by working collaboratively with Downtown Pomona Owners Association and the City of Pomona's Vehicle Parking District.

## **POLICY 3.3.4: PROTECT RESIDENTIAL PARKING**

### Actions:

- Create preferential parking district programs for residential streets in neighborhoods adjacent to busy commercial and transit oriented districts to prevent spillover parking. A parking study by the City traffic engineer would be required for such programs prior to approval by a vote of neighbors.

## **MUNICIPAL STRATEGIES FOR EFFICIENT TRANSPORTATION**

The following goals, policies, and actions are aimed at reducing GHG emissions related to areas that are directly impacted by municipal operations: municipal fleet and employee commutes.

## **GOAL 3.4: REDUCE GHG EMISSIONS RELATED TO THE CITY'S FLEET OPERATIONS**

### **POLICY 3.4.1: PHASE OUT OR REPLACE 30 PERCENT OF THE CITY'S FLEET BY ELECTRIC OR ALTERNATE FUEL VEHICLES BY 2020 (SEE ALSO CHAPTER 4, RENEWABLE ENERGY AND LOW-CARBON FUELS)**

### Actions:

- Identify the kinds of vehicles that would best serve the City's needs while reducing dependency on fossil fuels.
- Purchase or lease high MPG, low-carbon fuel or hybrid vehicles, or by using an external car sharing program in lieu of city/county fleet.
- Identify funding within the City's budget to implement this change.

### **POLICY 3.4.2: INCREASE EFFICIENCIES WITHIN EXISTING MUNICIPAL FLEET OPERATIONS**

### Actions:

- Ensure that all City vehicles are well-maintained for maximum fuel efficiency through regular servicing and optimum use.
- Conduct training programs for fleet users that integrate driving practices to promote efficiencies, and reduce wear and tear of vehicles.
- Adopt a City Policy that limits idling to 5 minutes in any one-hour period, where feasible.

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## GOAL 3.5: PROMOTE ALTERNATIVES TO SINGLE OCCUPANT AUTO COMMUTING FOR CITY EMPLOYEES

### POLICY 3.5.1: PROVIDE CITY EMPLOYEES WITH INCENTIVES TO USE ALTERNATIVES TO SINGLE-OCCUPANT AUTO COMMUTING

#### Actions:

- Explore the opportunity of providing parking cash outs to employees if they take transit, bike or walk to work.
- Provide flexible schedules and telecommuting options to employees.
- Provide bicycle facilities such as showers, lockers and bike racks on major City facilities that house employees.
- Provide transit use incentives such as free or subsidized transit passes.
- Create a carpool and rideshare program.
- Provide parking incentives for carpool vehicles and electric vehicles.

## EFFICIENT TRANSPORTATION SUMMARY

The City is in a leadership role in pioneering the efforts necessary to put the City on a more sustainable path. Heavy dependence on the automobile makes on-road transportation systems unsustainable and the leading cause of GHG emissions within the City. Concerted efforts to reduce automobile dependency and foster efficiencies in the existing systems are thus necessary to meet the City's vision for a more sustainable future. The goals, policies, and implementation actions discussed in this chapter provide a basis for taking the first steps to change both the community mind-set and the physical pattern of transportation. When combined with changes recommended in Chapter I, Land Use and Community Design, the future of the City will merge with its more traditional patterns of development to create in-built efficiencies that improve connectivity and accessibility, provide a number of mode choices to residents, and promote a healthier, safer, and better environment.



## CHAPTER 4

# RENEWABLE ENERGY AND LOW-CARBON FUELS

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Chapter 4 of the City of Pomona Green Plan identifies specific goals, policies, and implementation actions that the City can undertake to achieve higher energy efficiency while reducing its carbon footprint. Renewable energy and low-carbon fuels have become more economically competitive with traditional fossil-fuel energy sources and will continue to be more economic over time. Apart from generating fewer greenhouse gas emissions, renewable energy and low-carbon fuel sources could also lead to fewer of the health risks typically associated with fossil-fuel combustion.

The intent of this chapter is to provide an assessment of past and current plans and policies, identify ongoing efforts for promoting the use of renewable energy and low-carbon fuels, and establish future strategies to meet the City's vision of a better environmental and energy future while enhancing the quality of life of its residents.

## BACKGROUND

In the United States, human-induced GHG emissions, including carbon dioxide (CO<sub>2</sub>) emissions, come primarily from the combustion of fossil fuels in energy use, such as oil, coal, and natural gas. Fossil fuels supply 85 percent of the primary energy consumed in the United States and are responsible for 98 percent of emissions of carbon dioxide. Although the industrial sector is the largest energy consumer, the transportation sector emits more carbon dioxide because of its near complete dependence on petroleum fuels. The residential and commercial sectors have lower emission levels than the transportation and industrial sectors, with the majority of their emissions coming from the combustion of fossil energy to produce purchased electricity.

The AB 32 statutes of 2006, chapter 488, create a comprehensive, multi-year program to reduce GHG emissions in California to 1990 levels by the year 2020. Governor Schwarzenegger directed the ARB (Executive Order S-21-09) to adopt a regulation by July 31, 2010, requiring the state's load-serving entities to meet a 33 percent renewable energy target by 2020.

## REDUCTION TARGETS

The City of Pomona's 2012 EAP presents various recommendations to reduce the reliance on traditional energy sources such as fossil fuels, develop energy efficient strategies and reduce GHG emissions, including at look at alternative energy sources. These recommendations are further expounded upon in this section, with a specific focus on renewable energy and low-carbon fuels. Renewable energy use is one of the many approaches that Pomona will employ to meet the state-recommended GHG reduction target of 15 percent below baseline emissions levels by 2020.

## NEAR-TERM AND RECENTLY COMPLETED PROJECTS

The EAP analyzed the top ten City building facility's energy usage and found that between 2007 and 2010, the City decreased electricity use in all but one facility<sup>4</sup>. In total, the top 10 facilities decreased their electricity use by 8% during

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<sup>4</sup> City facilities analyzed were (1) Police Department, (2) Civic Center- City Hall, City Council, (3) Civic Center- Library, (4) Wireless Communication Facility – 2 Rio Rancho Road, (5) Corporate Yard – Admin, Paints, Signs, Fleet, (6) Ganesha Park, (7) Life

this period. The City Hall and City Council portion of the Civic Center saw a 10 percent decrease in electricity use and 12 percent decrease in electricity cost from 2007 to 2010. The City library had much larger reductions in the same period. Electricity use dropped 26 percent while costs decreased only 12 percent. The largest decrease in electricity use occurred in Ganesha Park, which used 27 percent less electricity in 2010 than 2007. The Pomona Gardens Mobile Home Park also had significant reductions in electricity use and cost of 21 percent and 12 percent, respectively.

In addition, the EAP outlines the City's latest sustainability efforts, including reducing their electricity usage by 20 percent from 2007 (baseline year) and achieving Silver level status in the Southern California Edison (SCE) Energy Wise Partnership program.

To continue the trend of reduced energy usage and incorporation of energy efficiency, the City has identified near-term projects that can be implemented in close coordination with the San Gabriel Valley Council of Governments (SGVCOG) and SCE. These short-term actions will help the City further advance toward Energy Leader Partnership (ELP) targets and long-term energy efficiency objectives (reduce GHG emissions by 15 percent below baseline emissions by 2020).

In partnership with the SGVCOG, the City conducted additional energy audits that include City Hall, the Police Department, Fire Station 181, and the Civic Center Library. The City will assess these audits to identify feasible and actionable strategies with short-term payback periods of six years or less that yield annual cost savings and reductions in electricity use. Based on the payback period, annual cost savings, and reductions in electricity use and GHG emissions, these priority short-term actions will help the City advance toward ELP targets and long-term energy efficiency.

In addition to the short-term project to achieve energy efficiency goals, the City has incorporated the use of renewable or alternative energy, instead of combusting traditional fossil fuels to achieve further reduction in GHG emissions. These energy efficiency/ fuel projects were summarized in Tables 20 and 21 of the EAP. In addition, the City has incorporated the use of electric buses for city transit (completed) and will convert trash trucks to run on compressed natural gas (CNG) by November 2012.

## **Photovoltaic Feasibility Study**

In addition, the City of Pomona contracted URS Corporation (URS) to perform a feasibility study for the placement of solar photovoltaic (PV) panels on municipal facilities in 2012. The study identified that there were at least seven candidate sites for the placement of solar PV panels: City Hall and Council Chambers, Pomona Library, Transit station, Kiwanis Park, Ralph Welch Park, John F. Kennedy Park and Pomona Jaycee Park. The analysis concluded that the best site for solar PV installation at the Pomona Library due to the combination of a time-of-use rate schedule (GS-2, TOU Option B) and a large, flat, relatively un-shaded roof space. In addition, the study concluded that the City of Pomona might want to explore the possibility of contracting with a developer to own and operate the solar PV system, wherein the City could buy electricity at a fixed rate or lease the system from the developer. The solar PV feasibility study is appended to this Plan as Appendix C.

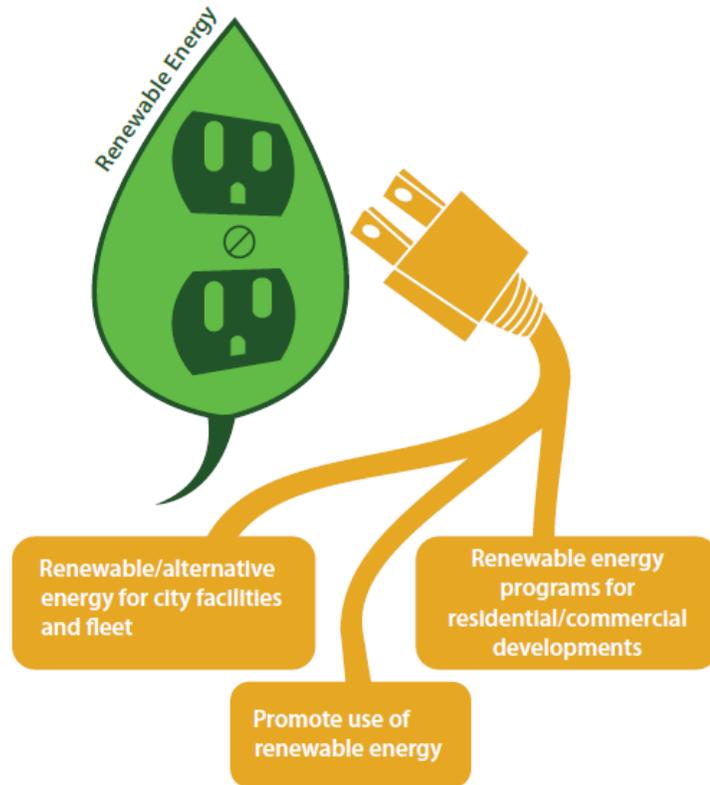
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Station No. 3 – 1017 W Lexington Ave., (8) Palomares Park, (9) Corporate Yard – Water Division, and (10) Pomona Gardens Mobile Home Park – 934 W Holt Avenue.

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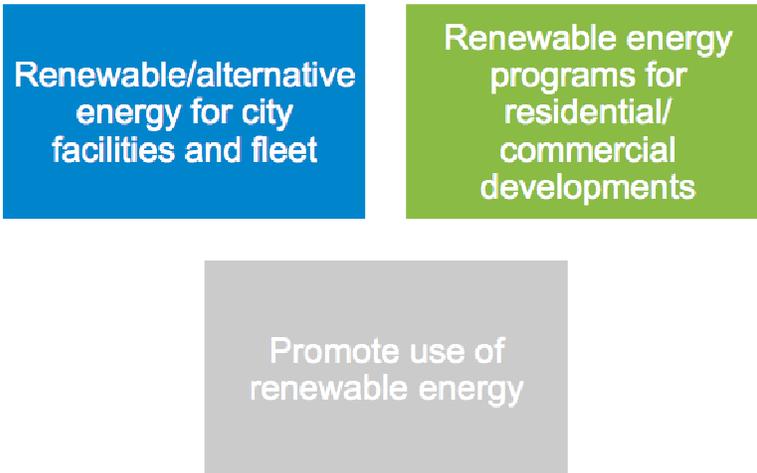
## STRATEGY STRUCTURE

In order to achieve the state-recommended GHG reduction target of 15 percent below baseline emissions levels by 2020, and transition their energy usage from fossil fuels to less carbon intensive energy, the City of Pomona will need to incorporate the goals, policies and actions set forth in this chapter. The City's strategy is structured around the key topic areas, as depicted on Figure 4.1.



**Figure 4.1. City of Pomona’s Renewable Energy and Low-Carbon Strategies**

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## STRATEGY HIERARCHY

Each topic area includes corresponding goals, policies, and supporting actions that are necessary for successful implementation. Together, the goals, policies, and actions provide the City’s strategy to achieve the GHG emission reduction targets of the Green Plan. Each piece has a unique function, but they collectively work together to reduce GHG emissions and promote the use of renewable energy and low-carbon fuels:

- **Goal:** The desired end state or expected outcome related to GHG emission reductions. Each goal corresponds to one of the topic areas identified.
- **Policy:** A statement that guides decision-making and indicates a commitment to achieve the specified outcomes of the goal. Policies provide the foundation for quantification of GHG emission reduction potentials.
- **Implementation Action:** An action, procedure, program, or strategy to achieve the GHG emission reductions of a policy. Action items provide interim steps or supporting strategies and indicate the range of opportunities to increase the GHG emission reduction potential of a policy.

## POLICY CRITERIA AND EVALUATION

Each policy is assessed for its reduction of GHG emissions in government operations or community activities. In addition to GHG emission reductions, this chapter of the Green Plan also identifies responsibility for implementation, and additional benefits, or co-benefits that can occur from implementation of each measure. This assessment recognizes the broad value of use of renewable energy and low-carbon fuels for the community and the City of Pomona. Not only will renewable energy and low-carbon fuels actions reduce GHG emissions and help the City meet its reduction goals, but also they will provide an opportunity to improve the quality of homes and businesses, increase property values, and reduce health impact.

Incorporating renewable energy sources may provide the City with fiscally responsible choices by contributing to energy management strategies. Setting up energy sources, such as solar panels, using state programs or public-private

partnerships would contribute to a minimal increase in capital costs, while bringing huge decreases in operational budget, as the City will be able to decrease or eliminate their electricity bills. In addition, the City may also be able to hedge against rising energy prices, such as natural gas spikes, by providing fixed long-term energy rates through power purchase agreements. As renewable energy technology continues to advance, there might be additional cost saving benefits as the production costs for these renewable energy sources decrease, and the implementation costs to the City becomes comparable to the installation of traditional fossil fuel energy sources.

## COMMUNITY STRATEGIES FOR RENEWABLE ENERGY AND LOW-CARBON FUELS

The following goals, policies, and actions are aimed at reducing GHG emissions related to renewable energy and low-carbon fuels.

### GOAL 4.1: RENEWABLE/ALTERNATIVE ENERGY FOR CITY FACILITIES AND FLEET

#### **POLICY 4.1.1: COMMIT TO REALIZING 15 PERCENT OF THE CITY'S TOTAL ENERGY FROM RENEWABLE SOURCES BY 2020**

Actions:

- Partner with developer in public-private partnership that will install solar panels on municipal buildings and charge the City a fixed rate for electricity for the next 15-20 years or lease the system from developer.
- When the current landfill contract ends in 2013, look at landfill leasing options that have methane recovery projects that can be purchased for City use.
- Analyze the feasibility of installing solar PV on closed landfills or other brownfield sites.
- Install digesters and other technologies at wastewater treatment facilities to produce methane and other biofuels.
- Work with Los Angeles County to develop ordinances for the development of small wind project outside the urbanized areas of Pomona.
- Investigate the feasibility of using other renewable energy sources, such as hydropower from water in the canyon to supplemental energy for the City facilities.
- Look at state loan opportunities, such as the California Energy Commission's Energy Efficiency Financing to fund municipal renewable energy opportunities.

#### **POLICY 4.1.2: 30 PERCENT OF CITY FLEET SHOULD BE LOW-CARBON BASED VEHICLES BY 2020**

Actions:

- Develop lifecycle analysis and replacement schedule for converting existing fleet to CNG, biodiesel, hybrid or electric plug-in vehicles.
- Analyze funding opportunities and industry partnerships for additional vehicle replacement.

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- When necessary to purchase new buses or heavy-duty trucks, purchase vehicles that operate on low-carbon fuels such as CNG or biodiesel.
- Work with local developers to create infrastructure, such as refueling and recharging facilities around the city to facilitate the use of these low-carbon fueled vehicles.

## **GOAL 4.2: RENEWABLE ENERGY PROGRAMS FOR RESIDENTIAL/COMMERCIAL DEVELOPMENT**

### **POLICY 4.2.1: ENCOURAGE USE OF RENEWABLE ENERGY FOR NEW RESIDENTIAL/COMMERCIAL DEVELOPMENT**

#### Actions:

- Adopt green building standards for new construction and renovations projects, which would promote or require the use of on-site power generation. See Chapter 1, Land Use and Community Design, for details.
- Streamline the City permitting process (or provide building permit fee waivers) for new residential/commercial developments that submit plans to use renewable energy.
- Create a tax exemption or tax neutral policy for these developments that incorporate renewable energy systems.
- Create financing system, such as a CaliforniaFIRST program for non-residential building that allows property owners to finance the installation of energy and water improvements on their buildings and to pay the amount back through their property taxes.

### **POLICY 4.2.2: SUPPORT THE INCORPORATION OF RENEWABLE ENERGY INTO EXISTING RESIDENTIAL/COMMERCIAL DEVELOPMENT**

#### Actions:

- Offer free energy audits, when funding is available, from the City, so existing residents/commercial buildings can see benefits of energy efficiency and renewable energy.
- Direct existing residents/businesses toward financial incentive opportunities identified in Goal 4.3.
- Implement rebate program with the support of the local utility company for existing housing or business units that install solar PV panels on a per-watt AC basis.

## **GOAL 4.3: PROMOTE USE OF RENEWABLE ENERGY**

### **POLICY 4.3.1: INFORM RESIDENTS ABOUT RENEWABLE ENERGY OPPORTUNITIES**

#### Actions:

# RENEWABLE ENERGY AND LOW-CARBON FUELS

- Provide information or run workshops that distribute material, such as technical assistance, product Manufacturers, and product guides, to promote use of renewable energy for existing residential/commercial properties.
- Work with local utility provider to create programs that will allow residents to purchase 'green tags', also known as Renewable Energy Certificates (RECs). These purchases can be tax-deductible and will be paid separately from the utility bill. An agreement with a utility provider will allow them to direct part of the purchase towards funding local renewable energy projects.

## RENEWABLE ENERGY AND LOW-CARBON FUEL SUMMARY

Through studies such as the EAP and the feasibility study for the placement of PV panels on municipal facilities, the City of Pomona has already started to analyze ways to improve its energy efficiency.

Chapter 5 of the EAP outlines an implementation strategy for the City to follow to meet its energy savings and GHG reduction goals. Table 22 outlines the City's energy implementation policies, many of which lead away from traditional fossil-fuel combustion, which increases GHG emissions and leads to health risk impacts.

The goals, policies, and implementation actions laid out in this chapter provide a basis for taking the steps required to move away from traditional energy sources, reduce energy dependency, and ultimately help the City meet its goal of GHG emissions that are 15 percent below baseline by 2020.



*Potential Solar PV Installation at the Pomona Library*



## CHAPTER 5

# OPEN SPACE AND STORING/ OFFSETTING CARBON EMISSIONS

## BACKGROUND

The City of Pomona, like many other cities across California, recognizes the benefits associated with storing and offsetting carbon emissions. In a city, the most accessible method of storing carbon is to keep the urban forest healthy and growing. Pomona already has a robust park system and managed urban forest and can maintain and expand both to increase carbon storage. A carbon offset, according to the World Resources Institute, is “a unit of carbon dioxide equivalent (CO<sub>2</sub>e) that is reduced, avoided, or sequestered to compensate for emission occurring elsewhere.” Pomona can use strategies at both the community level and the administrative level to offset carbon emissions.

## EXISTING CONDITIONS

One of the main components of storing carbon is the use of green space as a carbon “sink.” The City of Pomona currently manages its urban forest and runs a park system. Figure 5.1 shows the locations of parks in the City of Pomona.

The City also currently supports a farmer’s market downtown, which is a way to support local sustainable agriculture that also builds community between residents and local farmers. Locally supplied and consumed goods also reduce VMT and its associated emissions.

Many of California’s government agencies are members of the Climate Registry, a nonprofit collaboration in North America that supports mandatory and voluntary reporting of greenhouse gas emissions. The Climate Registry also maintains accurate emissions data. Pomona can consider joining the Registry and encourage its businesses and institutions to consider joining the Registry.

# OPEN SPACE AND STORING/OFFSETTING CARBON EMISSIONS



**Figure 5.1. Parks in the City of Pomona**

## STRATEGY STRUCTURE

The Green Plan’s carbon emission storing and offsetting strategy is structured around seven goals. These goals focus on tracking greenhouse gas emissions, preserving and enhancing the urban forest and other carbon “sinks,” increasing support for local sustainable agriculture, and increasing participation in the market for carbon credits and allowances.

## STRATEGY HIERARCHY

The City has great potential to augment its carbon storage and offset strategies. The City’s current practices, like managing the urban forest and supporting a downtown farmer’s market, have been extremely useful as a first step. Specific potential policies and actions follow each of the strategies outlined below. The strategies are divided into community and municipal opportunities.\*

## COMMUNITY CARBON STORAGE AND OFFSET STRATEGIES

The following goals, policies, and actions are aimed at encouraging storing and offsetting carbon within the community.

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\* Each potential initiative outlined below is a suggestion to be considered according to the City of Pomona’s technical, financial, and logistical feasibility. Policies and actions do not constitute a commitment on behalf of the City to implement them.

## **GOAL 5.1: INCREASE COMMUNITY PARTICIPATION IN PRESERVING AND ENHANCING FORESTS, PARKS, STREET TREES, OPEN SPACE, AND OTHER NATURAL SYSTEMS THAT ACT AS CARBON SINKS**

### **POLICY 5.1.1: ENGAGE PRIVATE AND NONPROFIT ORGANIZATIONS IN PRESERVING CARBON SINKS**

Actions:

- Support policies that steer new development away from open space and agricultural lands that provide natural carbon storage.
- Partner with other agencies and nonprofit organizations to protect natural lands in and adjacent to the community through acquisition, conservation easements or other long-term mechanisms.
- Consider enacting a development impact fee to support urban green space.

### **POLICY 5.1.2: ENGAGE CITIZENS IN PRESERVING AND ENHANCING URBAN PARKS**

Actions:

- Create an online forum where citizens can submit and rank ideas for urban green spaces needing acquisition or other preservation help.
- Create an “adopt-a-park” program whereby the City partners with neighborhoods to preserve neighborhood parks.
- Partner with local nonprofits to start a tree-planting program, focusing specially on native species.

## **GOAL 5.2: INCREASE COMMUNITY PATRONAGE AND KNOWLEDGE OF LOCAL SUSTAINABLE AGRICULTURE**

### **POLICY 5.2.1: ENCOURAGE COMMUNITY PARTICIPATION IN LOCAL FARMER’S MARKETS**

Actions:

- Strengthen existing support of the downtown farmer’s market by promoting it through radio, TV, print and online advertising.
- Consider establishing more partnerships to expand farmer’s markets to different areas of town on different days of the week.

### **POLICY 5.2.2: EDUCATE LOCAL FARMERS ABOUT CONSERVATION TILLAGE**

Actions:

- Work with California State Polytechnic University’s existing program to teach best practices in low-till agriculture.
- Provide information on low-till methods on the City’s website.

- Promote local farmers who switch to low-till methods on the City's website.

## **POLICY 5.2.3: FACILITATE THE CREATION OF COMMUNITY GARDENS**

### Actions:

- Clarify the City code and zoning regulations regarding urban gardens.
- Provide information on the City's website about urban and community gardens and opportunities to create them.
- Consider establishing a City presence at local farmer's markets to inform citizens about community gardens in the area and how to start one.
- Consider establishing short-term leases for currently undeveloped parcels to become community gardens, or setting some parcels aside to be used as community gardens. Parcels on short-term leases would be available on short notice in case a development opportunity arose.

## **GOAL 5.3: INCREASE COMMUNITY PARTICIPATION IN CARBON CREDITS AND ALLOWANCES**

### **POLICY 5.3.1: HELP POMONA RESIDENTS UNDERSTAND THEIR EXISTING CARBON FOOTPRINT**

#### Actions:

- Create or link to an online tool to estimate a household's current carbon footprint. Include tips on how to reduce carbon emissions and links to local green nonprofits that qualify as carbon credit sellers.
- Promote the online tool at community events and through local green nonprofits.
- Develop a community climate change education initiative that enlists participation from schools, museums, service groups, business organizations (such as local chambers of commerce), neighborhood and homeowner associations, and other community partners. The education initiative would reach out to the groups listed above to explain climate change and how individuals and groups can reduce their carbon footprint.
- Identify resources to implement the community climate change education initiative, and establish an implementation timeline not to exceed five years.
- Implement the education and action plan.

### **POLICY 5.3.2: PROMOTE AND INCENTIVIZE THE OFFSETTING OF CARBON EMISSIONS THROUGH COMMUNITY-WIDE CARBON CREDITS OR ALLOWANCES**

#### Actions:

- Identify resources to create incentives for community organizations and residents to reduce their carbon use, including the purchase of third-party verified emission reductions. Such incentives could include a community-wide contest, or tax breaks, for example.
- Deploy the incentives to reduce carbon use.

## CHAPTER 5

- Allow community donations to local green nonprofits to act as carbon offsets, and facilitate such donations through the City website and other media.

### **POLICY 5.3.3: INCLUDE CARBON EMISSION OFFSETS AS PART OF THE GREEN BUSINESS LEADERS PROGRAM**

#### Actions:

- Recognize those green business leaders whose Corporate Social Responsibility policies explicitly state the purchase of carbon offsets.
- Recognize those area businesses and institutions that are members of the Climate Registry.

## **MUNICIPAL CARBON STORAGE AND OFFSET STRATEGIES**

The following goals, policies, and actions are aimed at increasing carbon emission offsets at the City of Pomona.

### **GOAL 5.4: MAINTAIN AND EXPAND THE USABILITY OF CITY'S GREENHOUSE GAS INVENTORY**

#### **POLICY 5.4.1: MAINTAIN AN ACCOUNT OF AND TAKE STEPS TO REDUCE THE CITY'S CARBON EMISSIONS**

#### Actions:

- Consider joining the Climate Registry as a municipality.
- Audit City-wide activities and create an annual record of all carbon emissions.
- Identify areas of intensive carbon use and implement strategies to reduce emissions.

#### **POLICY 5.4.2: PROMOTE COOPERATION AMONG AGENCIES AND COMMUNITIES TO REDUCE GREENHOUSE GAS EMISSIONS**

#### Actions:

- Create an inter-agency local or regional climate action partnership and/or action plan with one or more sister agencies or neighboring jurisdictions.
- Initiate the regional action plan.
- Participate in the development of a regional blueprint or other long-range planning process to assess the climate impacts of future growth and develop a preferred climate-friendly growth scenario.
- Initiate a Community Climate Action Partnership with a Global Sister Agency.

## **GOAL 5.5: STRENGTHEN CURRENT CITY MANAGEMENT OF URBAN FORESTS AND OTHER NATURAL CARBON SINKS**

### **POLICY 5.5.1: EXPAND CURRENT URBAN FOREST MANAGEMENT**

#### Actions:

- Consider extending the large tree protection ordinance beyond the limits of the historic downtown district.
- Maintain and increase current practices, including the following:
  - Inventory existing trees on all property owned or managed by the City.
  - Engage Public Works and Community Development to manage parks, open space and recreational facilities to ensure the long-term health and viability of trees and other vegetation.
  - Maintain and increase the community presence of the community-wide urban forestry management and reforestation program.
  - Promote and maintain diverse native species and use best management practices that promote and maintain native forests comprising multiple ages and mixed native species.

## **GOAL 5.6: INCREASE SUPPORT FOR LOCAL SUSTAINABLE AGRICULTURE AT CITY FACILITIES**

### **POLICY 5.6.1: SUPPORT LOCAL SUSTAINABLE AGRICULTURE AT THE MUNICIPALITY**

#### Actions:

- Enact a local food purchase policy for municipal food purchases.
- Create a Farm-to-Work program for City employees.

## **GOAL 5.7: INCREASE CITY PARTICIPATION IN OFFSETTING CARBON EMISSIONS THROUGH CARBON CREDITS OR ALLOWANCES**

### **POLICY 5.7.1: EXAMINE POSSIBLE CARBON OFFSETS AT CITY FACILITIES AND EVENTS**

#### Actions:

- Audit City events and activities to determine greenhouse gas emissions associated with the event/activity.
- Achieve carbon neutrality at City-sponsored events and activities through conservation, efficiency, alternative transportation, and the purchase of third-party verified emission reductions to offset carbon emissions.
- Achieve carbon neutrality for major City operations through conservation, efficiency, alternative transportation, and the purchase of third-party verified emission reductions to offset carbon emissions.

### **POLICY 5.7.2: INCENTIVIZE ALTERNATIVE TRANSPORTATION FOR CITY EMPLOYEES**

#### Actions:

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- Survey City employees to determine the viability of increasing alternative transportation for their commute to work.
- Award employees who switch to less carbon-intensive forms of transportation for their commute with carbon offsets or other prizes.

### **OPEN SPACE AND STORING/OFFSETTING CARBON EMISSIONS SUMMARY**

The City of Pomona has already made a good start on storing and offsetting carbon emissions by managing its urban forest and parks and by supporting the downtown farmer's market. The best way forward is to reduce Pomona's carbon emissions at home through storage and help reduce global emissions by purchasing credits. Enhancing urban green space management, supporting local sustainable agriculture, and purchasing carbon credits will reduce the City's carbon footprint and help foster a healthier community.

## CHAPTER 6

# WATER MANAGEMENT

# CHAPTER 6

## BACKGROUND

The City of Pomona has made great strides in identifying and implementing strategies that have reduced City-wide water and energy consumption. This chapter of the Green Plan addresses further goals and actions that the City can incorporate to continue to reduce water and energy use and improve the quantity and quality of stormwater runoff.

## STRATEGY STRUCTURE

### STRATEGY HIERARCHY

The City actively incorporates strategies to reduce water and energy consumption related to water and wastewater operations. This Plan identifies recommendations that fall into the following two categories:

- Water Treatment (including water conservation); and
- Stormwater

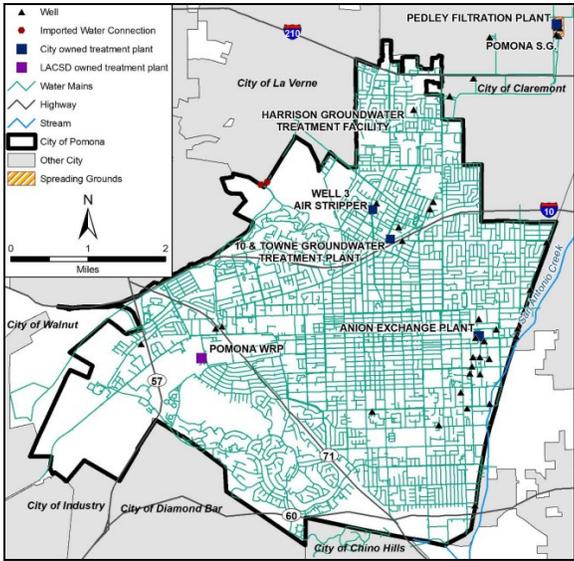
The strategies presented in the Green Plan are organized by community and municipal policies, and represent a wide range of options that could be adopted by the City either in the near or distant future. Each topic area includes corresponding goals, policies, and supporting actions that are needed for successful implementation. Prior to implementation of the actions presented in the Green Plan, the City should evaluate available funding mechanisms to determine the financial effectiveness of the proposed action.

## EXISTING CONDITIONS: WATER TREATMENT AND CONSERVATION

The City provides water services to all residential, commercial and industrial customers. There are also water services provided for health and fire protection within the City, with the exception of three areas. These areas are:

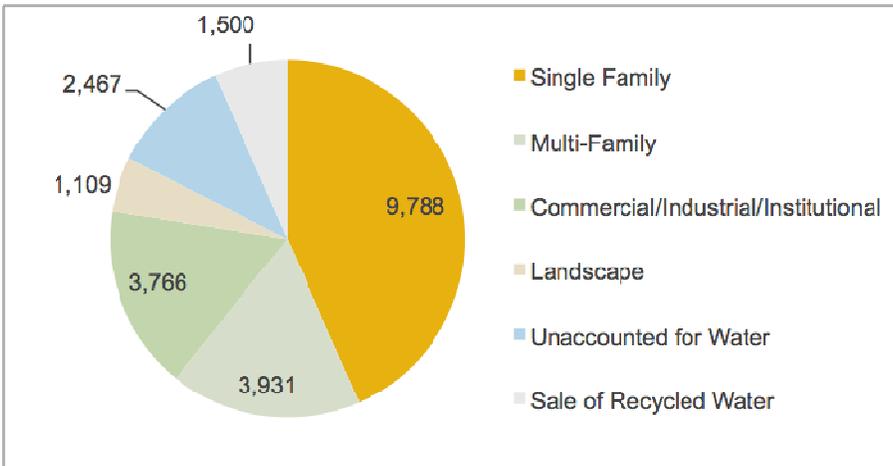
- An irregular area of approximately 40 acres south of Foothill Boulevard and west of Towne Avenue served by Golden State Water Company (GSWC);
- An area of about 20 acres north of Foothill Boulevard and west of Garey Avenue served by the GSWC; and
- A small portion of the City located north of Valley Boulevard and west of Temple Avenue served by the Walnut Valley Water District (WVWD).

The City also serves about 275 acres of residential property and open space area outside of the City limits including approximately 98 percent of the Rolling Ridge Estates south of the Pomona Freeway and west of the Corona Expressway. Additionally, the City serves recycled water to Cal Poly Pomona, Pomona Parks, Frank G. Bonelli Regional Park, Mountain Meadows Golf Course, Robertson's Ready Mix, and California Department of Transportation (Caltrans). Water demands within the City's service area are met through a variety of sources including groundwater, local surface water, imported water and non-potable (including recycled) water supplies. Figure 6.1 shows the City's service area and major facilities.



**Figure 6.1. City Service Area Boundaries and Physical System**

With an estimated current population of approximately 149,000 as well as commercial, industrial and institutional areas, the total current water demand within the City’s service area is about 24,000 acre-feet per year (AFY). Water demands in the City are primarily made up of potable water deliveries to residential, commercial, industrial, and institutional users within the system boundaries described in the previous section. In addition to these uses, the City also experiences some annual system water losses, which is on average 7 percent of the City’s production. This unaccounted for water rate is considered to be within acceptable limits for a water supply agency. The City sells recycled water to users as exported supply. Figure 6.2 shows the City’s 2010 actual deliveries in AFY, which indicates that the top three service areas for the City are single-family, multi-family, and commercial/industrial/institutional. It is expected that the service breakdown of deliveries will remain similar over the next 25 years, with a slight growth in commercial/industrial/institutional water sales.



**Figure 6.2: City of Pomona 2010 Water Deliveries (AFY)**

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As discussed in the Energy Action Plan of the Green Plan, water operations (primarily pumping operations) comprised approximately 49 percent of the municipal electricity use in 2010. By continuing to improve energy and water efficiencies of water and wastewater treatment plants and their distribution systems and encouraging water conservation throughout the community, both the City of Pomona and its residents should see cost savings over time.

## COMMUNITY WATER USE REDUCTION STRATEGIES

The following goals, policies, and actions are aimed at encouraging water use reduction within the community.

### **GOAL 6.1: ACHIEVE 20 PERCENT REDUCTION IN WATER USE OVER BASELINE PER CAPITA BY 2020**

#### **POLICY 6.1.1: IMPLEMENT OR ENHANCE WATER CONSERVATION PROGRAMS TO REDUCE WATER USAGE**

Actions:

- Expand the water surveys program for single-family residential and multi-family customers.
- Promote water efficiency audits at point of sale for commercial and residential properties.
- Establish a Green Business Leaders Program and annually award and promote area businesses that adopt significant water conservation programs.

#### **POLICY 6.1.2: ADOPT RETROFIT PROGRAM TO ENCOURAGE OR REQUIRE INSTALLATION OF WATER CONSERVATION MEASURES IN EXISTING HOMES AND BUSINESSES**

Actions:

- Fund and perform large landscape surveys to provide non-residential customers with support and incentives to improve their landscape water efficiency. Fund rebate programs for high-efficiency washing machines, ultra-low-flush toilet, and other water conserving appliances.
- Implement projects that distribute both indoor and outdoor water conserving devices such as:
  - Weather-based irrigation controllers (WBICs)
  - Self-closing water nozzles
  - Low-flow showerheads and faucet aerators
- Participate in SoCal WaterSmart Residential Turf Removal Program, when available, providing rebates to City customers to remove turf and replace it with drought tolerant landscaping or permeable ground cover.
- Continue to implement the City's Water Conservation Ordinance and educate the residents about simple steps that can be taken to conserve water, such as: choosing native and drought tolerant plants for landscaping; limiting water use by not leaving water running and taking shorter showers; and modifying irrigation practices to minimize runoff and evaporation.

- Continue to promote the City's role as a U.S. Environmental Protection Agency WaterSense Promotional Partner for community education and outreach.
- Continue to be a member of Water Education Water Awareness (WEWAC) committee to promote the efficiency use of water and increase public awareness of the importance of water.



## **POLICY 6.1.3 EXPAND COMMUNITY USE OF RECYCLED WATER**

Recycled water is wholesaled to the City by the Sanitation Districts of Los Angeles County (SDLAC) from the Pomona Water Reclamation Plant (PWRP). The City's recycled water distribution system was built to serve customers both inside and outside of the City's service area. The majority of the City's recycled water is supplied by the PWRP and supply consists of tertiary treated effluent flow. There are currently existing two non-potable wells in the Spadra Basin that were used to provide additional recycled water supply. Currently these two wells are not producing any water to be used in the recycled water system. Recycled water has historically been used for landscape irrigation and commercial/industrial processes. The City currently provides recycled water to customers at seventy-five percent of the potable water rate.

### **Actions:**

- Recommend dual plumbing for use of recycled water for new commercial and/or residential developments.
- Provide additional incentives for community use of recycled water.
- Major users of recycled water in the City include Cal Poly Pomona, Frank G. Bonelli Regional Park, the City of Pomona Parks, Caltrans, and Robertson's Ready Mix. Attract industrial businesses that would use recycled water to the area, recognizing that recycled water as a more reliable source of water supply.
- Fund expansion of the recycled water program if demand is sufficient. If funding was made available, the City has developed preliminary improvements to its existing recycled water system to be able to accommodate the additional demand. These improvements include replacement of pumps, new pipelines, and the addition of new recycled water fire hydrants. Addition of fire hydrants does not expand the expansion of the system, but does provide additional access to the water.

## **MUNICIPAL WATER USE REDUCTION STRATEGIES**

The following goals, policies, and actions are aimed at encouraging reductions in municipal water and energy use.

## **GOAL 6.2: REDUCE ENERGY USE IN WATER (BOTH POTABLE AND RECYCLED) SYSTEMS**

### **POLICY 6.2.1: IDENTIFY ADDITIONAL OPPORTUNITIES TO IMPROVE THE ENERGY EFFICIENCY OF MUNICIPAL WATER AND WASTEWATER TREATMENT OPERATIONS**

#### Actions:

- Set a City goal for energy reduction of water treatment operations. Goals could be based on a range of reductions or a cost-effective time-of-use rate.
- Continue to audit City water pumps and motors and well efficiency/rehab maintenance to identify the most and least efficient equipment.
- Develop and implement a motor/pump efficiency cycling schedule to use most efficient water motors/pumps first and least efficient ones last, as operationally feasible.
- Work with City or third-party that provides water service to implement an audit, cycling, and equipment replacement program for water and waste water pumps and motors.
- Continue to replace least efficient motors and pumps with more efficient units as operationally feasible.
- Consider evaluating engineering or process options to reduce pumping during peak times.
- Set aside savings from energy efficiency projects to fund additional efforts to reduce energy use.
- Evaluate additional heating, ventilation, and air conditioning energy improvement options at water treatment facility.
- Evaluate additional energy efficient lighting options at water treatment facility.

## **GOAL 6.3: REDUCE MUNICIPAL WATER CONSUMPTION**

### **POLICY 6.3.1: EXPAND MUNICIPAL RECYCLED WATER USE**

#### Actions:

- Expand recycled water usage for City facilities and operations, including parks and medians, where appropriate (for infrastructure installations, pipeline, pumps, etc.)

### **POLICY 6.3.2: REDUCE WATER USE IN CITY OPERATIONS**

#### Actions:

- Collect City-owned facility water usage data and conduct internal usage benchmarking, similar to the energy audits discussed in the Energy Action Plan of the Green Plan.
- Conduct water audits of the top 10 City water consuming facilities to identify possible water losses and options for water efficiency improvements.

- Conduct water-balancing audits for City water and waste water treatment facilities to identify possible water losses.
- Assess, maintain, and repair existing plumbing fixtures, pipes, and irrigation systems in all City buildings and facilities to minimize water use, including building and parking lot landscaping, public rest rooms and parks, golf courses, and other recreational facilities.
- Upgrade and retrofit City plumbing and irrigation systems of with state-of-the-art water conserving technology.
- Post water conservation signage at City facilities.
- Conduct a pilot incentive program among City employees to identify innovative water conservation measures at City facilities.

## EXISTING CONDITIONS: STORMWATER MANAGEMENT

The California Regional Water Quality Control Board, Los Angeles Region requires that municipal discharges of stormwater and non-stormwater within Los Angeles County obtain a National Pollutant Discharge Elimination System (NPDES) permit. Stormwater is defined as rainwater, snow melt, and surface runoff and drainage that is conveyed through streets, catch basins, curbs, gutters, and other conveyances (also known as the Municipal Separate Storm Sewer System [MS4]). The water that enters the MS4 is not treated or filtered, and therefore pollutants washed into the MS4 flow directly into rivers, streams, and the ocean. Under this permit, the City is required to meet certain discharge requirements as well as develop and implement a Watershed Management Program. This program is designed to ensure that minimum control measures are implemented to reduce the discharge of pollutants to the maximum extent practicable generated by new and re-development projects, businesses, public agencies, and residential activities throughout the City. Ensuring these programs are in place will protect the waterways.

Components of the Watershed Management Program include:

- Outreach: Public Information and Participation Program, which includes residential outreach;
- Inspections Program for Industrial/Commercial Facilities and Construction;
- Public Agency Activities, such as Street Sweeping, Catch Basin Cleaning, Trash Collection, and Emergency Procedures response;
- Planning and Land Development Program for New Development/Redevelopment Projects;
- Development Construction Program;
- Illicit Connections and Illicit Discharge Elimination Program (IC/ID);
- Monitoring; and
- Total Maximum Daily Load (TMDL) compliance.

Low-impact site planning uses best management practices (BMPs) that are a more sustainable land development approach that begins with a site planning process that first identifies critical natural resource areas for preservation. Once the building envelope is established, low-impact development (LID) techniques, such as maintaining natural drainage flow paths, minimizing land clearance, clustering buildings, and reducing impervious surfaces are incorporated

into the project design. A series of BMPs that preserve the natural features and hydrology of the land use are used instead of the conventional methods of collecting, conveying, and piping away runoff. One of the primary goals of LID is to reduce runoff volume by infiltrating rainfall water to groundwater, evaporating rain water back to the atmosphere after the storm, and finding beneficial uses for water rather than exporting it as a waste product down storm water systems. The result is a landscape functionally equivalent to predevelopment hydrological conditions, which means less surface runoff and less pollution damage to lakes, streams, rivers, and coastal waters.

A broad range of design techniques or BMPs, such as shared driveways, permeable pavers, and bioretention are used to reduce the level of impervious cover and improve the quality and quantity of stormwater drainage. Other LID techniques include green roofs, rain barrels, rain gardens, grassed swales, stormwater infiltration systems and alternative landscaping. Through these techniques, natural drainage pathways are conserved, open space is preserved, and the overall impact from development is significantly reduced. Other LID techniques provide benefits beyond those related to water and drainage. For example, green roofs also muffle noise by reducing reflective sound, mitigate “urban heat island” effects and energy consumption by creating microclimates that cool and humidify air in their immediate area, absorb dust and smog as well nitrates and other aerosol containments from air and rainfall, and generally provide natural habitat for wildlife including birds, butterflies, and insects.

The City of Pomona’s largest storm drain lines are owned and operated by the Los Angeles County Department of Public Works, and the City owns and maintains the smaller storm drains, and all 1,139 associated catch basins. As required by the municipal NPDES permit, the City has implemented many measures to control polluted runoff from reaching the rivers. These include:

- Implementing a multi-faceted public education program to inform residents and businesses of how they can partner with the City in pollution prevention. Outreach is available on the City website, distributing fact sheets at City events on ways to reduce stormwater runoff, and conducting presentations at schools and other forums.
- Implementing pollution control measures, such as street sweeping, catch basin cleaning and stenciling all catch basins with stormwater message.
- Requires Standard Urban Stormwater Mitigation Plans (SUSMPs) for new and redevelopment projects that must implement SUSMP requirements in the NPDES Permit.
- Identifying and terminating illicit discharges to the storm drain system.
- The City’s Public Works maintenance yard has wash rack which directs low flow runoff to a clarifier for pretreatment to remove oil and grease, and then to the sanitary sewer.
- The City provides doggie bag stations in Phillips Ranch to encourage pet owners to pick up after their pets. Pet waste (bacteria) is a significant contributor to stormwater pollution if left on the ground and mixed with stormwater runoff.

The focus of the Green Plan for stormwater management is to encourage and promote existing stormwater Best Management Practices, specifically promoting LID and other green design strategies see Chapter 2 to minimize the impact of urban runoff discharges from developed areas.

## COMMUNITY STRATEGIES FOR STORMWATER MANAGEMENT

The following goals, policies, and actions are aimed at reducing stormwater pollution.

### GOAL 6.4: RAISE AWARENESS OF THE WATERSHED MANAGEMENT PLAN

#### POLICY 6.4.1: PROMOTE WATERSHED PROTECTION AND EDUCATION INITIATIVES

Actions:

- Adopt municipal code requirements to ensure the health, safety, and general welfare of its citizens and its waterways by modifying City building code requirements to control pollution generated by construction activities.
- Continue to engage citizens, encouraging watershed stewardship.
- Continue to conduct Industrial/Commercial business inspections targeting industries whose activities have been identified as contributing to the urban runoff pollution (e.g., restaurants, auto repair shops, gas stations).
- Continue to identify and terminate illicit connections and illicit discharges to the storm drain system.
- Continue to develop outreach brochures that target contractors, developers, homeowner associations, and residents. The brochures focus on stormwater BMPs for businesses and residents. The Development and Construction brochures focus on active construction projects, post-construction BMPs, and SUSMPs and site-specific guidelines for new development/redevelopment projects. Continue dissemination of this information both on the City website and in print.
- Establish a Green Business Leaders Program and annually award and promote area businesses that adopt and promote watershed protection and exemplary BMP usage.

### GOAL 6.5: ENCOURAGE LOW-IMPACT DEVELOPMENT

#### POLICY 6.5.1: PROMOTE LOW-IMPACT DEVELOPMENT IN THE COMMUNITY

Actions:

- Through incentives, encourage the use of native plants (or adaptable species) to establish an adaptable and low-maintenance landscape that requires less irrigation and is appropriate for the climatic conditions.
- Through incentives, encourage low-water-use irrigation such as drip irrigation and rainwater capture systems.

## MUNICIPAL STRATEGIES FOR STORMWATER MANAGEMENT

### GOAL 6.6: RAISE AWARENESS OF THE WATERSHED MANAGEMENT PROGRAM

#### POLICY 6.6.1: IDENTIFY ADDITIONAL FUNDING OPPORTUNITIES FOR STORMWATER PROJECTS

The City's stormwater program is funded entirely through the City's Gas Tax, GSF Operations, General Fund, and Enterprise Fund. There are currently no additional sources of funding for the stormwater program.

##### Actions:

- Engage in planning to secure adequate funding to be allocated to stormwater projects.
- Coordinate stormwater grant applications and establish grant applications as an ongoing action item for the City's Green Team.
- Consider establishing a revenue stream to support the implementation of stormwater pollution control requirements, such as a business inspection fee.

### GOAL 6.7: ENCOURAGE LOW-IMPACT DEVELOPMENT

#### POLICY 6.7.1: IDENTIFY BARRIERS AND OPPORTUNITIES FOR LOW-IMPACT DEVELOPMENT IN EXISTING CODES

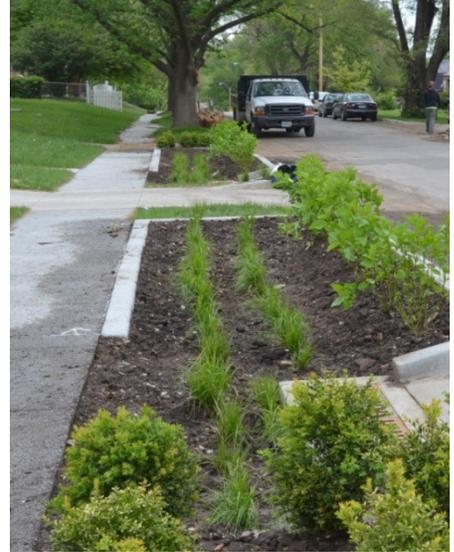
##### Actions:

- Adopt municipal code to require an LID Ordinance meeting the requirements of the Planning and Land Development Program of the NPDES Permit.
- Develop a policy that specifies the use of green street strategies for transportation corridors.
- Review residential and commercial building codes for cohesion in supporting the following initiatives as discussed in this section and elsewhere in the Green Plan Chapter:
  - Landscaping and irrigation;
  - Commercial and residential recycled water collection and reuse;
  - Low-flush toilets and waterless urinals;
  - Rainwater collection; and
  - Paving.

## POLICY 6.7.2: INCORPORATE LOW-IMPACT DEVELOPMENT IN CITY PLANNING AND DESIGN

### Actions:

- Identify existing LID projects that have been implemented by the City and communicate those successes.
- Where feasible, incorporate LID design elements in the design of new development and redevelopment projects, including City facilities:
  - Cluster development on sites to minimize disturbance.
  - Control runoff from impervious surfaces through infiltration, bioretention and/or rainfall harvest and use when feasible.
    - Minimize impervious surface area;
    - Limit building footprints;
    - Use permeable paving or landscaping to break up expanses of impervious surfaces;
    - Reduce street widths for internal circulation; and
    - Install green-roofs (vegetated or garden roofs).
  - Mitigate effects of runoff by incorporating smart vegetation designs:
    - Use canopy trees to absorb rainwater and slow water flow;
    - Direct runoff into or across vegetated areas to help filter runoff and encourage groundwater recharge;
    - Preserve, or design into the infrastructure, naturally vegetated areas that are in close proximity to impervious expanses in order to slow runoff, filter out pollutants and facilitate infiltration;
    - Use devices such as bioretention cells, vegetated swales, infiltration trenches, and dry wells to increase storage volume and facilitate infiltration;
    - Disconnect roof downspouts and direct storm water into vegetated areas or into water collection devices;
    - Use native plants (or adaptable species) to establish an adaptable and low maintenance landscape that requires less irrigation and is appropriate for the climatic conditions; and
    - Use naturally occurring bio-chemical processes in plants located in tree box filters, swales, and planter boxes.
  - Enhance drainage flow:
    - Remove curbs and gutters from streets, parking areas, and parking islands, where appropriate, to allow storm water sheet flow into vegetated areas.



*Rain garden and porous sidewalk*

- Grade to encourage sheet flow and lengthen flow paths to increase the runoff travel time in order to reduce the peak flow rate.
- Disconnect impervious areas from the storm drain network and maintain natural drainage divides to keep flow paths dispersed.

### **POLICY 6.7.3: DEVELOP THE POMONA LOW-IMPACT DEVELOPMENT DESIGN GUIDEBOOK**

#### Actions:

- Define BMPs and provide practical instructions on implementation of LID projects in City streetscapes and related infrastructure.
- Make Guidebook available to relevant City staff and conduct training on how to use the guide.

### **WATER MANAGEMENT SUMMARY**

The policies and actions presented in the Green Plan highlight opportunities for the City to continue to promote water conservation. If the community and City operations consume less water, the City will reduce the amount of energy needed for water treatment activities and pumping stations and will thereby also reduce greenhouse gas emissions. By incorporating more stormwater BMPs and encouraging low-impact development both internally and in the community, the amount of stormwater runoff should decrease and water quality should improve.

## CHAPTER 7

# WASTE REDUCTION AND RECYCLING

## BACKGROUND AND EXISTING CONDITIONS

The City of Pomona has identified waste reduction and recycling as key areas in which it can improve its environmental impact. The City currently has an array of recycling programs that boast a 70 percent diversion rate citywide. Expanding and improving on this existing base of waste reduction and recycling practices will enable the City to conserve resources, save money, educate the community, and provide leadership and innovation in waste reduction.

## STRATEGY STRUCTURE

The Green Plan's waste reduction and recycling strategy is focused on encouraging waste reduction and increased recycling in both community and internal (City) facility operations. The community approach is two-tiered. The first tier plan is to continue and improve the successful programs currently in place in order to maintain the 70 percent diversion rate. The second tier goal is to step up the diversion rate an additional 5 percent through the newly enacted business recycling program. As shown on Figure 7.1, business recycling will be added to the current programs.



**Figure 7.1 Business Recycling Program**

## STRATEGY HIERARCHY

The City recognizes the potential to implement waste reduction and recycling strategies in both the internal operation of the City itself as well as through outreach to the community. The strategies presented in the Green Plan are organized by community and municipal policies, and represent a wide range of options that could be adopted by the City either in the near or distant future. Each topic area includes corresponding goals, policies, and supporting actions that are needed for successful implementation. Together, the goals, policies, and actions form the City's strategy to implement and improve upon current waste reduction and recycling practices.

## COMMUNITY WASTE REDUCTION AND RECYCLING STRATEGIES

### FIRST TIER: MAINTAIN AND IMPROVE CURRENT DIVERSION PROGRAMS

The following goals, policies, and actions are aimed at encouraging waste reduction and recycling within the community.

#### GOAL 7.1: ENHANCE AND ENCOURAGE RECYCLING IN THE COMMUNITY

##### POLICY 7.1.1: INCREASE AWARENESS OF THE EXISTING RECYCLING PROGRAM

Actions:

- Promote existing single-stream recycling program at City functions, highlighting current 70 percent diversion rate.
- Continue to advertise city-wide recycling events (i.e., e-waste, battery, hazardous waste recycling) on the home page calendar and Public Works Department page of the City's website.
- Continue the Green Business Leaders Program and annually award area businesses that promote recycling through the Los Angeles Area Regional Agency luncheon. Awards have been presented to top recyclers since 2007.
- Advertise Green Business Leaders on the City's website.
- Provide assistance to area companies to improve their recycling opportunities through waste audits performed for businesses. Waste audits will be done for free by appointment only by commercial solid waste franchise haulers.
- Educate the community about "buy recycled" opportunities.

##### POLICY 7.1.2: INCREASE THE EFFICIENCY OF COLLECTION AND IMPROVE PUBLIC OUTREACH

Actions:

- Employ Global Positioning System (GPS) technology to develop real-time participation rates for residential collection and re-balance collection routes to improve participation.
- Monitor recycling efforts by residents through detailed data analysis and by viewing and documenting recycling losses in trash via on-board cameras.
- Employ results of monitoring to pinpoint residences with consistent problems and contact those residents personally to describe recycling program.
- Continue recycling at City Hall, Library, Police Department, Corporate Yard, Water Yard, Police Shooting Range, and three community centers (Palomares, Ganesha, and Washington). Evaluate the inclusion of other public facilities to the program.

# CHAPTER 7

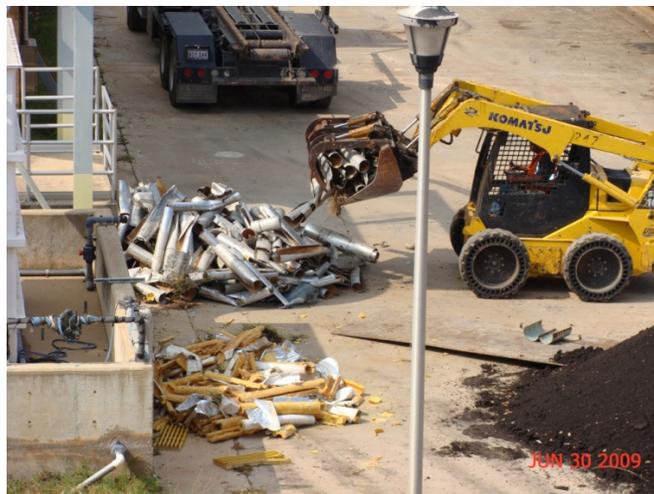
- Adopt a partnership with local schools for recycling.

## GOAL 7.2: ENHANCE AND ENCOURAGE RESOURCE RECOVERY PROGRAMS FOR CONSTRUCTION AND DEMOLITION MATERIAL

### POLICY 7.2.1: CONTINUE TO REDUCE THE AMOUNT OF CONSTRUCTION AND DEMOLITION MATERIAL THAT IS LANDFILLED

#### Actions:

- Where economically feasible, require all City demolition projects to incorporate de-construction and construction and demolition waste recycling and recovery practices
- Continue to emphasize Ordinance No. 3987 to reduce, reuse, and recycle community construction and demolition waste. Examples include primary metals (iron, steel, stainless steel, copper, aluminum, brass, bronze, etc.), glass, porcelain, asphalt, etc. (see Figure 7.2).
- Continue to emphasize Ordinance No. 3987 to salvage and reuse material in all applicable community remodeling projects.
- Promote existing adaptive reuse policy, and investigate the potential for expanding this policy to non-historical buildings.



**Figure 7.2. Recycling Aluminum Pipe Covers**

### POLICY 7.2.2: CONTINUE TO USE RECYCLED MATERIAL FOR PAVING IN THE CITY

#### Actions:

- Where economically feasible and appropriate, continue the use of rubberized asphalt concrete (RAC), and/or recycled asphalt pavement (RAP) for streets and roads.

- Continue to use RAP for commercial and community parking lots, where feasible.
- Encourage schools and other public agencies to use RAP for parking lots, where feasible.
- Enhance program with policy that results in 100 percent in-place recycling of asphalt concrete and Portland cement.

## **SECOND TIER: STEP UP DIVERSION RATE AN ADDITIONAL 5 PERCENT**

### **GOAL 7.3: FULLY IMPLEMENT ORDINANCE NO. 4153 TO REQUIRE BUSINESS RECYCLING**

#### **POLICY 7.3.1: INCREASE AWARENESS OF AND PARTICIPATION IN THE BUSINESS RECYCLING PROGRAM**

##### Actions:

- Mail inserts to all utility users explaining the mandatory business recycling programs in 2012. Evaluate the cost-effectiveness of providing inserts on an annual basis.
- Advertise mandatory business recycling on City website, the Chamber of Commerce, and Downtown Pomona Owners Association, social media, and newsletters.
- Commercial solid waste franchise haulers will provide free waste audits to businesses in order to identify additional opportunities for recycling.
- Based on the results of the audit, institute a comprehensive waste reduction and recycling program in affected businesses.
- Establish list of contact information for on-site managers of apartment complexes with 16 or more units. Develop amendments to rental agreements that require tenants to recycle. Develop literature for tenants on how to recycle and develop easy-to-use understanding recycling labels for recycling bins.

#### **POLICY 7.3.2: MONITOR THE EFFECTIVENESS OF THE BUSINESS RECYCLING PROGRAM AND COORDINATE EFFORTS WITH NPDES REGULATORY COMPLIANCE**

##### Actions:

- Identify affected businesses and create database. The business license database identifies 3,600 businesses. Field surveys performed in partial compliance with NPDES Storm Water Pollution Prevention Program regulations will identify businesses that are not on list. Work with departments and agencies that can assist in creating and updating a usable database of businesses.
- Develop ordinance to require new development to provide space for both trash and recycling for all businesses and public agencies that will need a minimum of four cubic yards of waste disposal per week.
- Perform periodic monitoring of businesses with established recycling programs to ensure continued compliance.
- Contact business owners that have not adopted a recycling program in compliance with Ordinance No. 3987.

## MUNICIPAL WASTE REDUCTION AND RECYCLING STRATEGIES

The following goals, policies, and actions are aimed at encouraging or requiring waste reduction and recycling at the City of Pomona.

### GOAL 7.4: ENHANCE AND ENCOURAGE RECYCLING AND WASTE REDUCTION AT THE CITY LEVEL

#### POLICY 7.4.1: INCREASE AWARENESS OF AND PARTICIPATION IN CURRENT RECYCLING PROGRAM AT CITY BUILDINGS

Actions:

- Create a program to track tonnage of waste recycled at City buildings. One example would be to conduct an annual event to collect, empty, and weigh the recycled material collected at City facilities.
- Advertise current recycling accomplishments on City website and at City “green” events (i.e., hazardous waste recycling day).
- City facilities currently have high participation in recycling paper, cardboard, and cans. Audit City facilities to identify additional opportunities for increasing recycling participation and/or recycle additional materials.
- Based on the results of the audit, develop a comprehensive waste reduction and recycling program in City offices and facilities.
- Work with solid waste and recycling collection providers to calculate carbon footprint of collection system.

#### POLICY 7.4.2: PROMOTE AND ENHANCE AN ENVIRONMENT OF WASTE REDUCTION

Actions:

- Reduce paper consumed by employees by:
  - Tracking paper usage through office supply accounting or other purchasing means;
  - Making current capable printers default to double-sided printing;
  - Including a double-sided capability as a requirement for new printer purchases; and
  - Encouraging electronic copies instead of paper copies.
- Request vendors to reduce waste produced from events and/or transition to recyclable materials.
- Reduce the use of single use flatware, dishware, and cups at City and community events.
- Develop an environmentally preferable purchasing (EPP) policy to procure green products where feasible.
- Work with suppliers who take back packaging, electronics, and/or pallets.

## WASTE REDUCTION AND RECYCLING SUMMARY

The policies and actions presented in this chapter of the Green Plan highlight the challenges and opportunities the City faces in achieving its goals regarding waste reduction and recycling. The City has the capability not only to affect its internal capacity to promote an environment of recycling and waste reduction but also to influence and encourage waste reduction and recycling in the community. By instituting or enhancing existing policies, the City of Pomona has the capability of permanently reducing waste produced and reducing carbon emissions—thereby saving the City and community money and conserving natural resources.



## CHAPTER 8

# CLIMATE-FRIENDLY PURCHASING

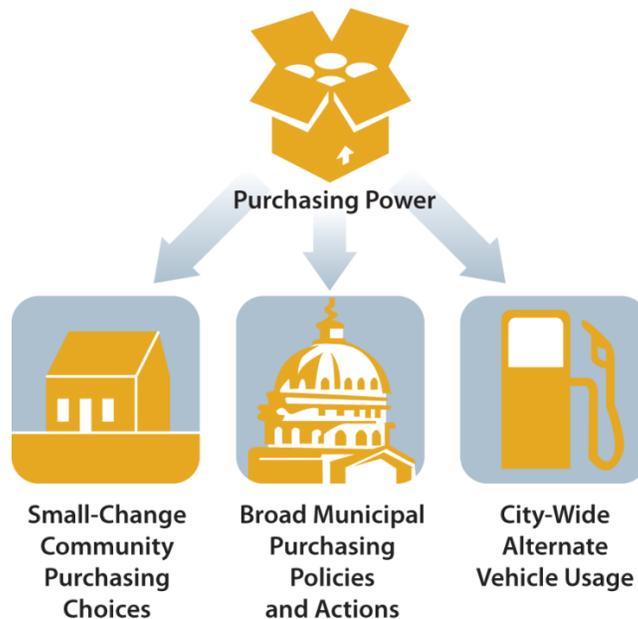


## BACKGROUND AND EXISTING CONDITIONS

The City of Pomona has identified purchasing as a key area in which it can improve its environmental impact. According to the International Council for Local Environmental Initiatives, climate-friendly purchasing (or sustainable procurement) means “thinking carefully about what you buy: buying only what you really need, purchasing products and services with high environmental performance, and considering the social and economic impacts of your procurement.”\* Instituting climate-friendly purchasing practices enables the City to conserve resources, save money, educate the community, and drive change in the broader marketplace and community through its purchasing power and outreach.

## STRATEGY STRUCTURE

The Green Plan’s climate-friendly purchasing strategy is structured around five goals, primarily focused on supporting the community purchase of environmentally-friendly goods and services, strengthening the City’s plans for purchasing environmentally-friendly goods and services, reducing overall energy and water consumption, and facilitating the purchase and usage of alternate fuel vehicles, as depicted on Figure 8.1.



**Figure 8.1. Climate-Friendly Purchasing Strategy**

\* ICLEI, <http://www.iclei.org/index.php?id=796>

## STRATEGY HIERARCHY

The City recognizes the potential to implement climate-friendly purchasing strategies in both the internal operation of the City itself as well as through outreach to the community. The strategies presented in the Green Plan are organized by community and municipal policies. Each topic area includes corresponding goals, policies, and supporting actions that are necessary for successful implementation. Together, the goals, policies, and actions form the City's strategy to implement and improve upon current sustainable purchasing practices.

## COMMUNITY PURCHASING STRATEGIES

The following goals, policies, and actions are aimed at encouraging climate-friendly purchasing within the community.

### GOAL 8.1: ACHIEVE MORE CLIMATE-FRIENDLY PURCHASING IN THE PRIVATE SECTOR

#### POLICY 8.1.1: ESTABLISH A GREEN BUSINESS LEADERS PROGRAM

Actions:

- Create a ranking system, or scorecard, to evaluate Pomona's businesses for their green business practices, including climate-friendly purchasing.
- Recognize area businesses that adopt a climate-friendly purchasing policy.
- Advertise green businesses on the City's website.
- Provide information on the City's website to area companies that want to improve their green ranking.

#### POLICY 8.1.2: SUPPORT CLIMATE-FRIENDLY COMMERCIAL APPLIANCE AND EQUIPMENT PURCHASES

Actions:

- Encourage business and property owners to install Energy Star appliances through rebate programs.
- Educate business and property owners about available rebates for energy-efficient appliances and equipment.

#### POLICY 8.1.3: SUPPORT CLIMATE-FRIENDLY COMMERCIAL WATER FIXTURE PURCHASES

Actions:

- Encourage business and property owners to purchase and install water-efficient products by offering trade-ins and rebates.
- Educate business and property owners about available rebates for water-conserving appliances and equipment, such as low-flow toilets.
- Promote faucet aerators to business and property owners through the City's Public Works Department Environmental Division.

### **POLICY 8.1.4: SUPPORT THE PURCHASE OF CLIMATE-FRIENDLY PRODUCTS AND SERVICES IN THE COMMUNITY**

Actions:

- Provide information to local offices that oversee private parks about paper products with recycled content.
- Facilitate communication between climate-friendly service providers, such as pest control and office cleaning, and offices and businesses using those services
- Recognize on the City website area businesses that adopt a climate-friendly purchasing policy.
- Provide information on the City's procurement policy on the City website and in outreach efforts.

### **GOAL 8.2: ACHIEVE GREATER COMMUNITY CLIMATE-FRIENDLY PURCHASING**

#### **POLICY 8.2.1: EDUCATE HOUSEHOLDS ABOUT ENERGY-EFFICIENT APPLIANCES**

Actions:

- Provide information to City residents about rebate offerings for appliances and equipment as programs become available, including those offered by the California Energy Commission and the South Coast Air Quality Management District.
- Create a municipal revolving loan fund to help fund an appliance trade-in program.
- Provide information about Energy Star at community events.

#### **POLICY 8.2.2: EDUCATE HOUSEHOLDS ABOUT WATER-EFFICIENT APPLIANCES**

Actions:

- Encourage households to purchase and install water-efficient products.
- Provide information to City residents about available rebates for water-efficient products and about water-efficient retrofits.
- Promote faucet aerators to households through the City's Public Works Department Environmental Division.

#### **POLICY 8.2.3: PROMOTE THE USE OF ALTERNATIVE FUEL VEHICLES IN THE COMMUNITY**

Actions:

- Determine whether the City should install electric vehicle charging stations at City facilities.
- Investigate the possibility of public-private partnerships to install compressed natural gas fueling stations for use by both City vehicles and community vehicles.

## **POLICY 8.2.4: SUPPORT CLIMATE-FRIENDLY PURCHASING IN HOUSEHOLDS THROUGH SMALL-SCALE CHANGES**

### Actions:

- Add energy efficiency purchasing information to education and outreach at community events.
- Partner with tenant associations such as the Housing Rights Center to encourage environmentally mindful purchasing among Pomona's rental population.
- Support ecological buying habits education and outreach in Pomona Unified School District and at colleges and universities.
- Hold energy-efficient light bulb exchanges at community events, and hand out coupons for climate-friendly household cleaning products in exchange for toxic household cleaning products at community events.

## **MUNICIPAL PURCHASING STRATEGIES**

The following goals, policies, and actions are aimed at encouraging or requiring climate-friendly purchasing at the City of Pomona.

## **GOAL 8.3: COMMIT TO PURCHASING SPECIFIC PRODUCTS THAT ARE CLIMATE-FRIENDLY**

### **POLICY 8.3.1: AMEND THE CITY'S CURRENT PROCUREMENT POLICY TO INCLUDE STANDARDS FOR PURCHASING CLIMATE-FRIENDLY PRODUCTS AND REQUIRE AGENCY PURCHASES TO MEET SUCH STANDARDS**

### Actions:

- The City currently purchases only high-efficiency pumps as replacements for old equipment in the water and wastewater facilities and distribution systems. Expand this program such that other significant procurements, such as equipment for capital improvement projects, are included.
- Establish procurement specifications that meet performance-based requirements and climate-focused goals.
- Continue to phase in energy-efficient alternatives to incandescent and mercury-vapor street and parking lot lights. 62 percent of city-owned streetlights had been converted as of September 2011 (4,345 megavolts [mv] were converted to induction).
- Annually report achievements under the policy and potential changes to the policy to policy makers and the public.

## **POLICY 8.3.2: CREATE AN INTERDEPARTMENTAL TEAM TO PROMOTE AND SUGGEST CHANGES TO THE CITY'S CLIMATE-FRIENDLY PURCHASING PROGRAM**

### Actions:

- Conduct training for all procurement employees to ensure understanding of the climate-friendly purchasing program.
- Review and analyze the City's current (baseline) purchasing by major product categories.
- Prioritize product categories in terms of greenhouse gas emissions implications and improvement potential.
- Discuss policies, procedures, and organization/staffing for barriers to implementation of changes.
- Develop a multi-year implementation schedule based on priorities, difficulty, and upcoming solicitations.
- Develop an EPP policy to be used as a filter for purchasing decisions at all city facilities.
- Conduct full life-cycle cost analysis (i.e., total cost of ownership) on high value procurements in order to select more energy efficient systems/equipment with reduced long term operating expenses.

## **GOAL 8.4: COMMIT TO UTILIZING SERVICES THAT ARE CLIMATE-FRIENDLY**

### **POLICY 8.4.1: PURCHASE SERVICES THAT ARE CLIMATE-FRIENDLY**

#### Actions:

- Include climate-friendly purchasing among other vendor pre-qualification criteria.
- Provide incentives for the use of alternative fuel vehicles for agency contracts for services involving vehicles (buses, waste hauling and recycling, construction, etc.
- Ensure that the highest feasible percentage of annual expenditures for contract services is with companies registered with the California Climate Action Registry or its successor.
- Establish energy efficiency and greenhouse gas minimizing protocols for building custodial and cleaning services.

### **POLICY 8.4.2: GIVE A PREFERENCE TO CLIMATE-FRIENDLY VENDORS**

#### Actions:

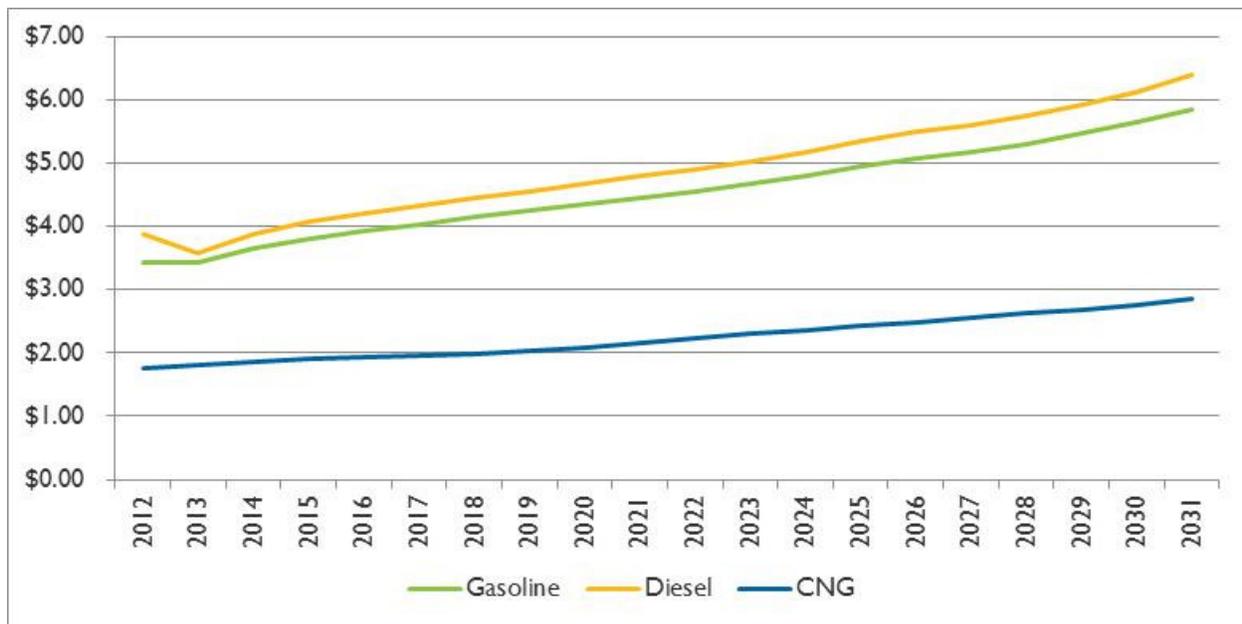
- Provide a price preference to product vendors that follow climate-friendly practices, including use of recycled-content materials, Energy Star, and EPEAT materials and equipment, as well as alternative fuel vehicles.
- Provide a price preference to product vendors that inventory and register their greenhouse gas emissions with the California Climate Action Registry or its successor and that report their verified greenhouse gas emissions within the jurisdiction.

## GOAL 8.5: INCREASE THE FUEL EFFICIENCY OF ALL FLEET VEHICLES

### POLICY 8.5.1: PROMOTE MUNICIPAL CONSIDERATION OF FUEL-EFFICIENT AND ALTERNATIVE-FUEL VEHICLES TO REDUCE RELIANCE ON FOSSIL FUELS

#### Actions:

- Investigate conversion of vehicles owned by the City to run on alternative fuels or other non-fossil fuel based technology that significantly reduces greenhouse gas emissions.
- Investigate the transition of City trucks and buses to operate using compressed natural gas (see Figure 8.2).
- Consider a life-cycle cost analysis on all new fleet vehicles.



**Figure 8.2. Projected Fuel Costs: 2012–2031**

Source: U.S. Energy Information Administration. <http://www.eia.gov/analysis/projection-data.cfm#annualpro><http://www.eia.gov/analysis/projection-data.cfm#annualpro> (accessed November 2012).

## CLIMATE-FRIENDLY PURCHASING SUMMARY

The recommendations and actions presented in the Green Plan highlight the challenges and opportunities the City faces in achieving its goals regarding climate-friendly purchasing. The City has the capability not only to affect its internal capacity to purchase goods and services that are environmentally friendly, but also to influence the purchasing decisions of the community. By enhancing existing policies, the City of Pomona has the capability to permanently reduce energy and water consumption and reduce carbon emissions—thereby saving the City and community money and conserving natural resources.



## CHAPTER 9

# PROMOTING COMMUNITY AND INDIVIDUAL ACTION



# CHAPTER 9

## BACKGROUND

Chapter 9 of the City of Pomona Green Plan identifies the specific goals, policies, and implementation actions that the City can undertake to achieve greater collaboration within the community and spur action from City residents and individuals to make the City greener. Sustainability and reduction of GHG emissions are the key themes of the City of Pomona Green Plan. Incorporation of sustainability principles will provide the City, local businesses, and individuals with cost benefits as lower energy usage results in reduced electric and fuel bills. The goals and policies identified throughout this Green Plan are designed to locate housing, jobs, and services closer to one another to reduce automobile traffic, congestion, pollution, and resource consumption while increasing the viability of businesses and social interaction, energy efficiency, water conservation, and recycling. To achieve these goals, the City of Pomona has taken steps to become leaders in the community. This chapter further outlines ways in which the City can take on a greater leadership role by engaging collaborative partners, providing opportunities for public engagement, and achieving fiscal responsibility.

## EXISTING CONDITIONS

The City of Pomona made a commitment to move toward developing plans for future growth and development guided by a commitment to protect the natural environment and to maintain and enhance the quality of life for all people in the City. The City of Pomona has shown outstanding commitment to improving the environment across all sectors, including energy efficiency, with the development of an interdepartmental Green Team, the development of a City Green Plan, and the completion of a greenhouse gas emissions inventory.

In addition to the partnerships and recognition that the City has received due to its commitment toward sustainability and energy efficiency, the City has taken steps to engage the local community. The City's website (<http://www.ci.pomona.ca.us/>) provides resource material and extensive updates on green programs, incentives, and events around the City. These City-sponsored incentives (e.g., the incentives for water conservation) are listed under the Public Works Department Environmental Programs page.

## NEAR-TERM AND RECENTLY COMPLETED PROJECTS

The City of Pomona has taken undertaken various strategies to emerge as a leader in the local community, and within the SGVCOG. Below is a list of partnerships and awards that City was recognized for, as it continues to cultivate an environment for promoting community and individual action.

### **CITY OF POMONA IS A MODEL OF EFFICIENCY THROUGH SAVING ENERGY AND MONEY**

The local utility in the area, SCE, has created a partnership program provides support to local governments and institutions to assist them in achieving a joint vision of sustainability. A key goal in SCE's local government partnerships is helping cities and counties lead by example in addressing energy efficiency first in their own municipal facilities. In addition, the program strives to expand the policies and the energy management capacity at local governments to maintain a long term sustainability focus.

The City is now an Energy Leader Partner with SCE. The City, along with San Gabriel Valley Council of Governments and Southern California Edison, are partnered in the San Gabriel Valley Energy Wise Partnership (SGVEWP). The partnership aims to reduce energy usage in the San Gabriel Valley and offers many incentives and programs to achieve

this goal. A banner is displayed in the lobby to show the community that the City of Pomona is doing their part to reduce energy usage.

## **2010 San Gabriel Valley Energy Efficiency Awards**

The SGVEWP honored the San Gabriel Valley's outstanding commitment to energy efficiency, and the City of Pomona received the Green Leadership Award. The SGVEWP Leader Model is a tiered system whereby cities can receive enhanced rebates from SCE for eligible energy efficiency projects for energy savings achievements and responsibility. By participating in the SGVEWP, cities automatically qualify as a "Valued Level Partner" whereby they can access SCE's core program rebate for energy savings measures undertaken in City facilities. As cities demonstrate additional energy savings and commitments, they can qualify for enhanced rebates at the silver, gold and platinum levels. Currently, Pomona has qualified for the advanced levels, and the City is currently at the Silver Level.

## **2011 Energy Savings Impact Award**

The City of Pomona received the SGVEWP's 2011 Energy Savings Impact Award. This award is in recognition of Pomona's outstanding commitment to improving its energy efficiency and the environment through participation in the SGVEWP, which is a collaboration between the SGVCOG and SCE to bring energy savings to the San Gabriel Valley through innovative public education and energy efficiency projects. The City of Pomona has been at the forefront of these achievements, and this will be the second year that the City has achieved such goals. The City was selected for this award due to its energy projects totaling more than 900,000 kilowatt-hours of savings this year. The City of Pomona's completion of the energy efficient street lighting project has contributed greatly to the Partnership's goals.

## **Beacon Award: Local Leadership toward Solving Climate Change**

The Beacon Award: Local Leadership toward Solving Climate Change is a newly established program of the Institute for Local Government (ILG) recognizing and celebrating cities and counties that reduce greenhouse gas emissions and energy use; adopt policies and programs to address climate change; and promote sustainability. ILG is the non-profit research and education affiliate of the League of California Cities and the California State Association of Counties.

The Beacon Award program is funded by the California utility ratepayers and administered by Pacific Gas and Electric Company, San Diego Gas and Electric Company, Southern California Edison and Southern California Gas Company, under the auspices of the California Public Utilities Commission.

The City of Pomona will begin participation in the Beacon Award participation program in November of 2012.early 2013. In order to participate in the program, the City must designate a lead staff contact, adopt a resolution by Council to participate in the program, prepare a baseline greenhouse gas emissions inventory, prepare a climate action plan (Green Plan) that includes action in each of the best management practices, demonstrate compliance with Assembly Bill 939, the California Integrated Waste Management Act of 1989 (AB 939), and achieve specific greenhouse gas reductions and energy savings in City facilities, and achieve measurable greenhouse gas reductions and promote energy conservation activities in the community. The City will be acknowledged on ILG website as it achieves the accomplishments set forth in the program.

## STRATEGY STRUCTURE

In order to achieve the state-recommended GHG reduction target of 15 percent below baseline emissions levels by 2020, and strategies outlined in this Green Plan, the City of Pomona will need to incorporate the goals, policies and actions set forth in this chapter. The City's strategy is structured around the key topic areas, as depicted on Figure 9.1.



**Figure 9.1. Promoting Community and Individual Action Strategies**

## STRATEGY HIERARCHY

Each topic area includes corresponding goals, policies, and supporting actions that are necessary for successful implementation. Together, the goals, policies, and actions provide the City's strategy to achieve the GHG emission reduction targets of the Green Plan. Each piece has a unique function, but they collectively work together to reduce GHG emissions and promote community and individual action.

- **Goal:** The desired end state or expected outcome related to GHG emission reductions. Each goal corresponds to one of the topic areas identified.
- **Policy:** A statement that guides decision-making and indicates a commitment to achieve the specified outcomes of the goal. Policies provide the foundation for quantification of GHG emission reduction potentials.

# PROMOTING COMMUNITY AND INDIVIDUAL ACTION

- **Implementation Action:** An action, procedure, program, or strategy to achieve the GHG emission reductions of a policy. Action items provide interim steps or supporting strategies and indicate the range of opportunities to increase the GHG emission reduction potential of a policy.

## **POLICY CRITERIA AND EVALUATION**

Each policy is assessed for its ability to help the City of Pomona achieve their sustainability, energy efficiency, and GHG emission reduction goals. This chapter of the Green Plan also identifies responsibility for implementation, and additional benefits, or co-benefits that can occur from implementation of each measure.

This assessment recognizes the broad value of use of renewable energy and low-carbon fuels for the community and the City of Pomona. Not only will renewable energy and low-carbon fuels actions reduce GHG emissions and help the City meet its reduction goals, but also they will provide an opportunity to improve the quality of homes and businesses, increase property values, and reduce health impact.

## **COMMUNITY STRATEGIES FOR PROMOTING COMMUNITY AND INDIVIDUAL ACTIONS**

The following goals, policies, and actions are aimed at fostering a collaborative environment between the City, community, individual and agencies.

### **GOAL 9.1: PROMOTE INDIVIDUAL ACTIONS**

#### **POLICY 9.1.1: UNDERSTAND INDIVIDUAL ACTIONS AND GOALS FOR SUSTAINABILITY**

Actions:

- Survey businesses and residents to understand attitudes and behaviors related to sustainability.
- Identify and allocate resources to implement a sustainability and resource management education initiative, such as available energy upgrades through SCE or education partnerships with WaterSense labeling.

#### **POLICY 9.1.2: DEVELOP PROGRAMS AND ACTION PLANS TO FACILITATE INDIVIDUAL CONTRIBUTIONS TO THE CITY'S SUSTAINABILITY GOALS**

Actions:

- Develop a community climate change education initiative that enlists participation from schools, museums, service groups, business organizations (such as local chambers of commerce), neighborhood and homeowner associations, and other community partners.
- Initiate implementation of the education and action plan.
- Provide programs and/or incentives to individuals, groups, and businesses that adopt practices that reduce their carbon footprint.
- Include information on actions that individuals can take to address climate change in local agency mailings, websites, and other social media communications, such as Facebook and Twitter.

# CHAPTER 9

- Include climate change related projects as part of youth commission activities.
- Create a “Green Business” program that recognizes businesses that contribute to sustainability goals and efforts.

## **GOAL 9.2: PROMOTE COOPERATION BETWEEN AGENCIES AND COMMUNITIES**

### **POLICY 9.2.1: SHARE INFORMATION AND BEST MANAGEMENT PRACTICES WITH OTHER AGENCIES**

#### Actions:

- Organize and participate in inter-agency and inter-jurisdictional meetings for knowledge sharing about sustainability and climate change at least once a quarter.
- Create an inter-agency local or regional climate action partnership and/or action plan with one or more sister agencies or neighboring jurisdictions.
- Work with other members of the SGVCOG to solicit financial assistance to implement various GHG reduction measures and systems.
- Share “lessons learned” with other cities and/or counties in the area to further improve community and individual involvement in the City of Pomona.

### **POLICY 9.2.2: DEVELOP REGIONAL ACTION PLAN**

#### Actions:

- Participate in the development of a regional long-range planning process to assess the climate impacts of future growth and develop a preferred climate-friendly growth scenario.
- Work on a Community Climate Action Partnership with Global Sister Agency (i.e., another city in the region or in the SGVCOG).

## **GOAL 9.3: PROVIDE OPPORTUNITIES FOR PUBLIC ENGAGEMENT**

### **POLICY 9.3.1: ORGANIZE AND PROMOTE COMMUNITY DIALOGUE**

#### Actions:

- Provide outreach material to residents about the personal, community, and environmental benefits of actions such as recycling, reducing energy use, and incorporating energy efficiency measures.
- Solicit suggestions from businesses and residents to see how they want to participate in making the City of Pomona greener.
- Create green community events and workshops to provide input on recommendations in the Green Plan or other recommendations put forth by the City’s Green Team.

# PROMOTING COMMUNITY AND INDIVIDUAL ACTION

- Use public involvement processes to develop recommendations from residents and businesses about the city or county's climate change action plan and actions the agency is taking to respond to climate change, such as through green building, energy conservation, efficient transportation, and other actions.
- Include representatives of diverse communities of interest (such as renters, business owners, neighborhood leaders, immigrants, low-income residents, and youth) when developing climate change policies and programs.

## **POLICY 9.3.2: PROVIDE OPPORTUNITIES FOR INTERESTED RESIDENTS TO STAY ENGAGED**

### Actions:

- After the initial planning effort, create prospects for interested residents to help monitor and assess ongoing efforts and recommend plan adaptations as needed.
- Collaborate with local non-profit organizations to assist them in promoting activities that reduce greenhouse gas emissions.
- Provide participants in agency-sponsored public engagement activities with easy to understand information to help them participate effectively.
- Offer multiple opportunities for interested parties to be engaged, so that all community members can make their voices heard.

## **THE GREEN PLAN AND FISCAL RESPONSIBILITY**

Understanding the financial strategies to retain cost savings from energy efficiency projects to reinvest in future projects is an important element of a successful Green Plan. Promoting the Green Plan and providing opportunities for public involvement will allow individuals and businesses to truly understand how sustainability measures directly relate to the City achieving their fiscal goals.

## **PROMOTING COMMUNITY AND INDIVIDUAL ACTION SUMMARY**

The City is in a leadership role in its pioneer efforts to put the Pomona community on a more sustainable path. Creating the Green Plan is the first step in making the City greener. The next step is to provide reliable and objective information that helps residents understand the causes, impacts, and solutions to climate change. Involving the public in the development of climate change policies and programs builds community awareness and support for local actions that reduce greenhouse gas emissions, including the co-benefits of actions that reduce climate change.

The goals, policies, and implementation actions discussed in this chapter provide a basis for moving toward community and individual participation. When combined with the other policies and strategies laid out in this Green Plan, the City will create an environment that will allow for the successful implementation of green goal, and will ultimately make the City a more sustainable, healthier, and energy-efficient place to live.



APPENDIX A

TECHNICAL MEMORANDUM FOR  
LAND USE AND  
TRANSPORTATION  
PROJECTIONS



# APPENDIX A

APPENDIX B

# ENERGY ACTION PLAN



# APPENDIX B

APPENDIX C

# SOLAR PHOTOVOLTAIC FEASIBILITY STUDY





APPENDIX D

# TBL MATRIX

