

## **INFRASTRUCTURE: SUBCOMMITTEE MEASURES**

### **LAND USE IN THE COMMUNITY**

Land use is the characterization of land based on what can be built on it and what the land can be used for. It is important to note that local air districts do not have authority over land use. Land use decisions are directly under the authority of Land use Agencies (e.g. City and County government agencies and Port of Stockton). Land use agencies have jurisdiction over land use, and as such develop land use plans and make decisions about how they grow and expand. The design of development projects in a community significantly influences how people travel, and land use agencies typically have principal responsibility for approving development projects within their jurisdictions for a variety of land use types such as residential (single or multi-family, etc.), commercial (fast food, shopping center, retail, etc.), and industrial (warehouse distribution centers, port operations, etc.). Through the land use approval process, these agencies are responsible for implementing land use strategies that promote increased walkability, commute alternatives and cleaner transit fleets resulting in air quality benefits within a community.

Land use strategies may result in the reduction of vehicle trips by designing development to be more suitable for walking, bicycling, and transit. These land use strategies are typically outlined as measures and goals within a City or County general plan, which is the primary “long range” planning document used to locate future development and provides the framework within which decisions on how to grow, provide public services and facilities, and protect and enhance the environment are made. For information about the City of Stockton General Plan, please refer to Chapter 3, Understanding the Community. Land use agencies’ decisions are critical in contributing to the improvement in air quality within a community and should be geared towards promoting strategies aimed at reducing vehicle miles travelled by increasing community walkability, implementing commute alternatives, and supporting infrastructure for cleaner transit fleets.

### **COMMUNITY CONCERNS AND COMMENTS**

A primary concern expressed by Steering Committee members during meeting discussions was that heavy duty truck exhaust, specifically attributable to truck traffic and idling at the Port of Stockton and from highways and freeways, result in increased exposure to emissions for residents that live near these heavy duty trucking corridors and major thoroughfares in the community. To address community member concerns, measures included in this section will focus both on strategies to reduce conflicting land uses in the community, as well as transportation strategies that reduce exposure to mobile source emissions resulting from land use decisions.

For example, suggestions from community steering committee members included the installation of vegetative barriers to inhibit emission transport from thoroughfares into neighboring communities, increasing opportunities for bicycle path infrastructure projects, support for car sharing programs, supporting the replacement of older truck

fleets with cleaner technologies and strategizing land use planning to minimize or reduce vehicle miles traveled.

As the majority of these suggestions relate to land use issues for which the District does not have authority, the District's approach is to provide support to develop fueling infrastructure for zero and near-zero-emission vehicles, provide incentives for alternative modes of transportation, and to support the land use planning process through the California Environmental Quality Act (CEQA). The District is supportive of measures and policies the land use agency can implement toward making the communities more transit-, bicycle-, and pedestrian-friendly, avoid land use conflicts that lead to toxics and nuisance problems, and minimizing the need to and/or mitigate air quality impacts of individual development proposals.

### **STRATEGIES DEVELOPED FOR IMPLEMENTATION IN THE COMMUNITY**

Several strategies have been identified under this Land Use and Transportation section that span from advocating issues, providing incentives, collaborating with the local land use agency (i.e. City, County, and Port of Stockton), to providing input through the land use process. Land use and transportation strategies developed to reduce emissions due to conflicting land uses are further detailed below.

#### ***LU.2: BIKE PATH INFRASTRUCTURE FUNDING***

**Overview:** The purpose of this measure is to assess current bike path infrastructure and seek out additional funding opportunities to make the community more bike and walk friendly.

Reducing emissions from motor vehicles through the implementation of alternate modes of transportation, including bicycling, is important to reduce the public's exposure to vehicle emissions including NOx and PM2.5. This strategy would provide incentive funding for the development and construction of Class 1, Class 2, and Class 3 bicycle paths, lane striping, and routes. The proposed funding level of this measure would be consistent with established District guidelines from the District's REMOVE and Public Benefit Grants Programs. Additionally, the District will work with transportation agencies in the Stockton area, and seek to assist these agencies to help identify and leverage existing funds, in addition to AB 617 funding.

**Implementing Agencies:** SJVAPCD, City of Stockton, San Joaquin County, and San Joaquin Council of Governments

**Strategy Type:** Incentives

**Emission Outcome:** Reduction

**Budgeted Amount:** \$500,000

**Quantifiable Emission Reductions:** Estimated lifetime emissions reductions associated with this measure includes up to 2 tons of PM, 3 tons of NOx, and 6 tons of VOC.