

Reducing the Cost and Burden of General Plan Updates

League of California Cities

October 8, 2025



Welcome



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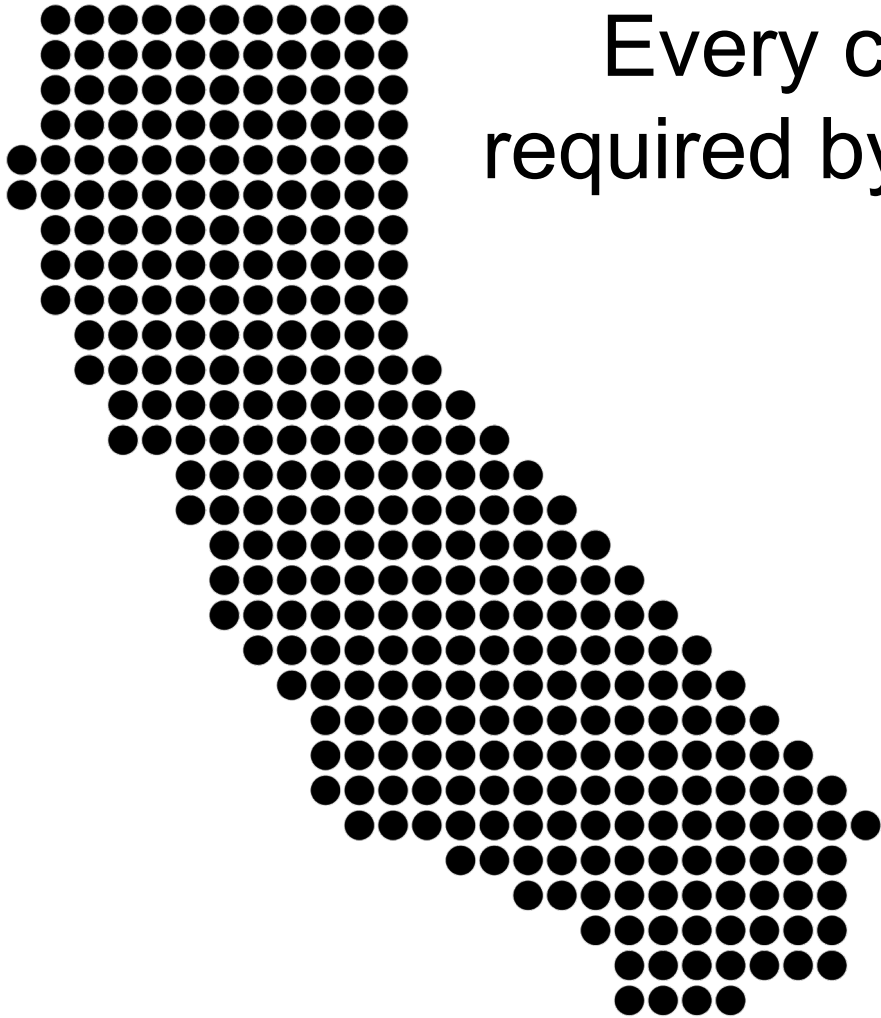
**JENNIFER
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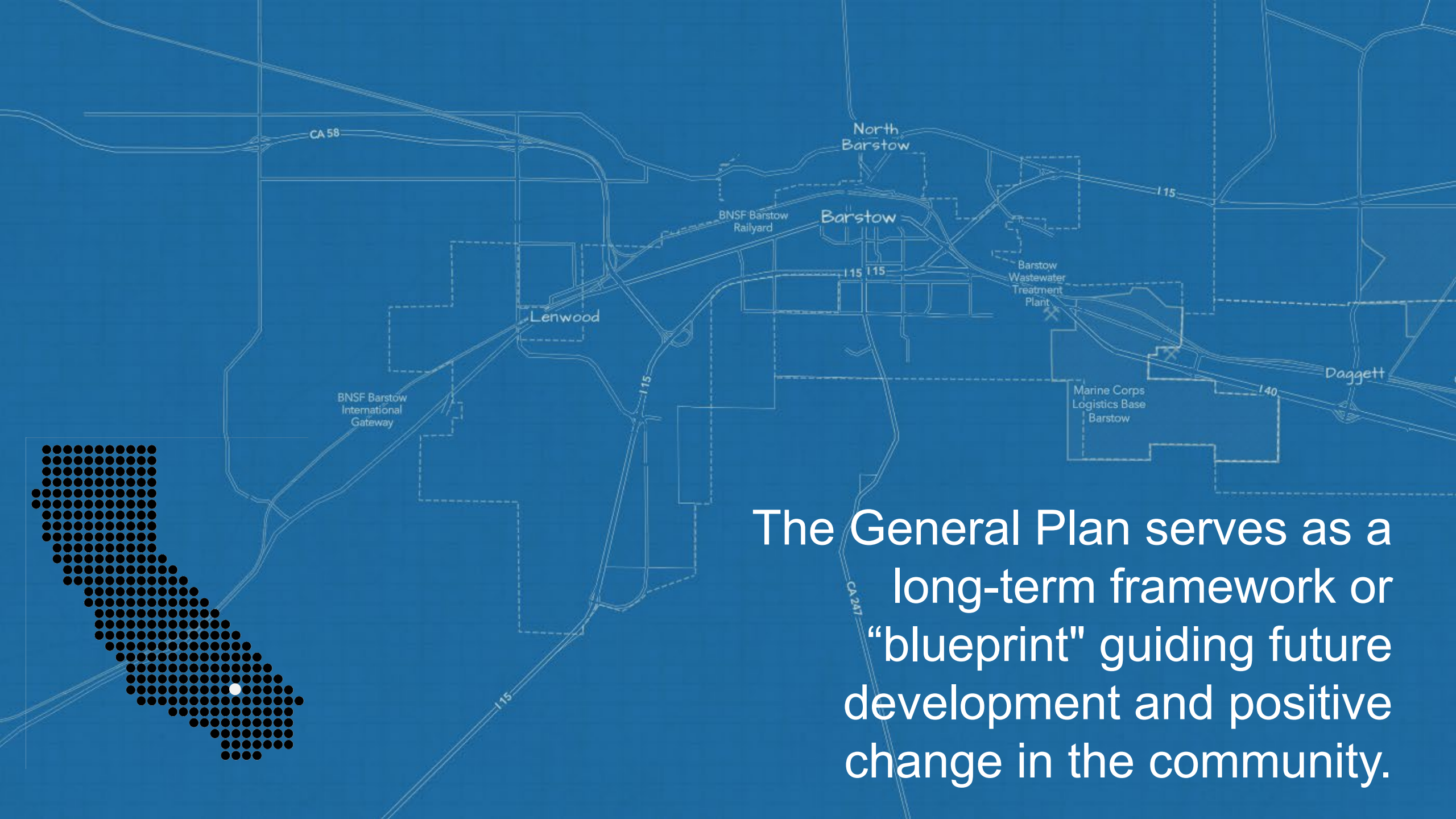


Every city, town, and county in California is required by state law to adopt a General Plan.

ARTICLE 5. Authority for and Scope of General Plans [65300 - 65303.4] (*Article 5 added by Stats. 1965, Ch. 1880.*)

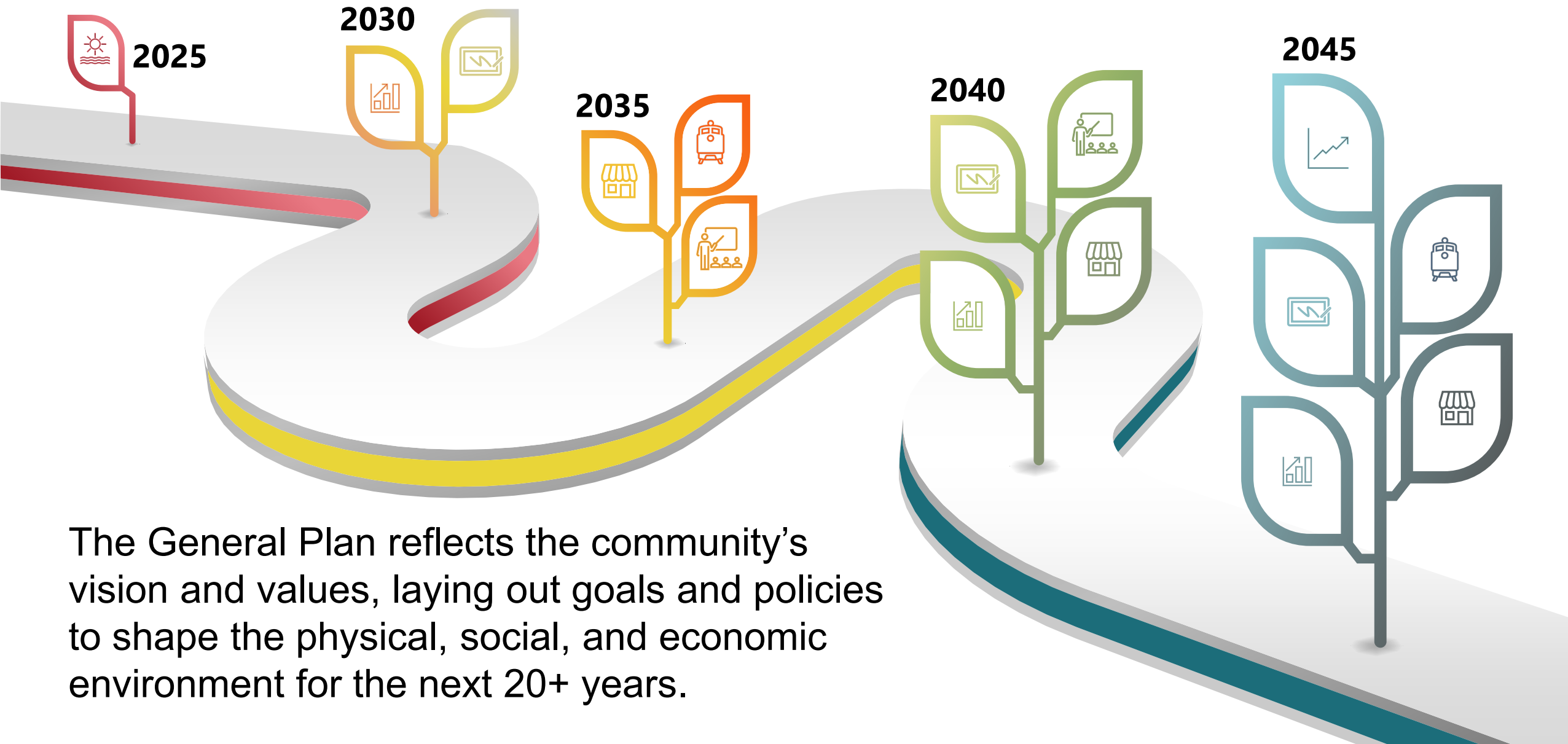
65300. Each planning agency shall prepare and the legislative body of each county and city shall adopt a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency's judgment bears relation to its planning. Chartered cities shall adopt general plans which contain the mandatory elements specified in Section 65302.

(*Amended by Stats. 1984, Ch. 1009, Sec. 3.*)



The General Plan serves as a long-term framework or “blueprint” guiding future development and positive change in the community.

GENERAL PLAN - PLANNING HORIZON

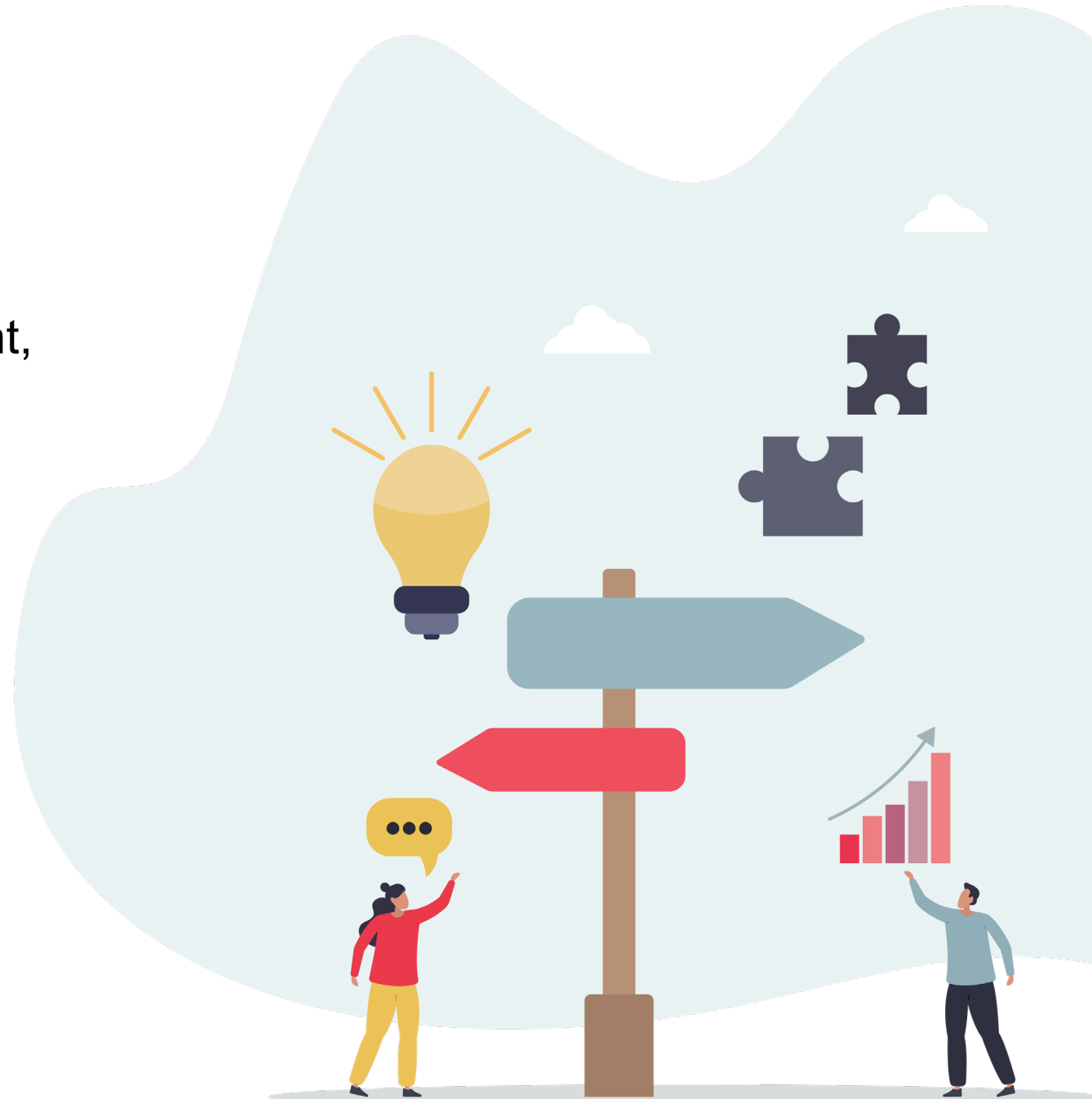


The General Plan reflects the community's vision and values, laying out goals and policies to shape the physical, social, and economic environment for the next 20+ years.

GENERAL PLAN

The General Plan provides long-term guidance and direction for the City Council, Planning Commission, and City staff when evaluating decisions about new development, public services and facilities, improvements, and investments.

The General Plan is also used by property owners, service providers, and other community members to understand and reinforce how local resources are allocated and what decisions are made.



PLANNING SYSTEMS

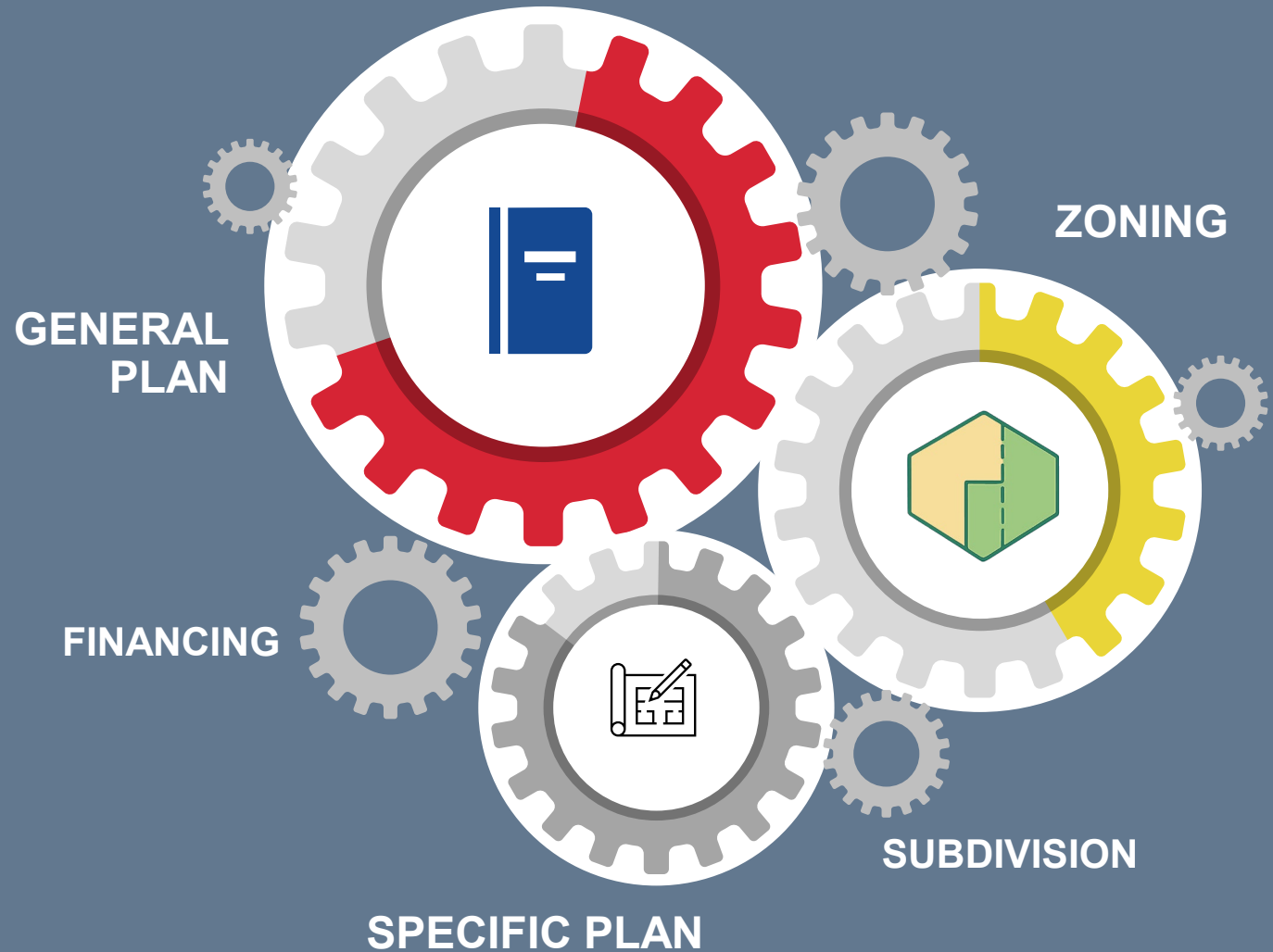
Cities use a variety of tools to plan, regulate, and manage growth.

The General Plan serves as the hub for these planning systems.

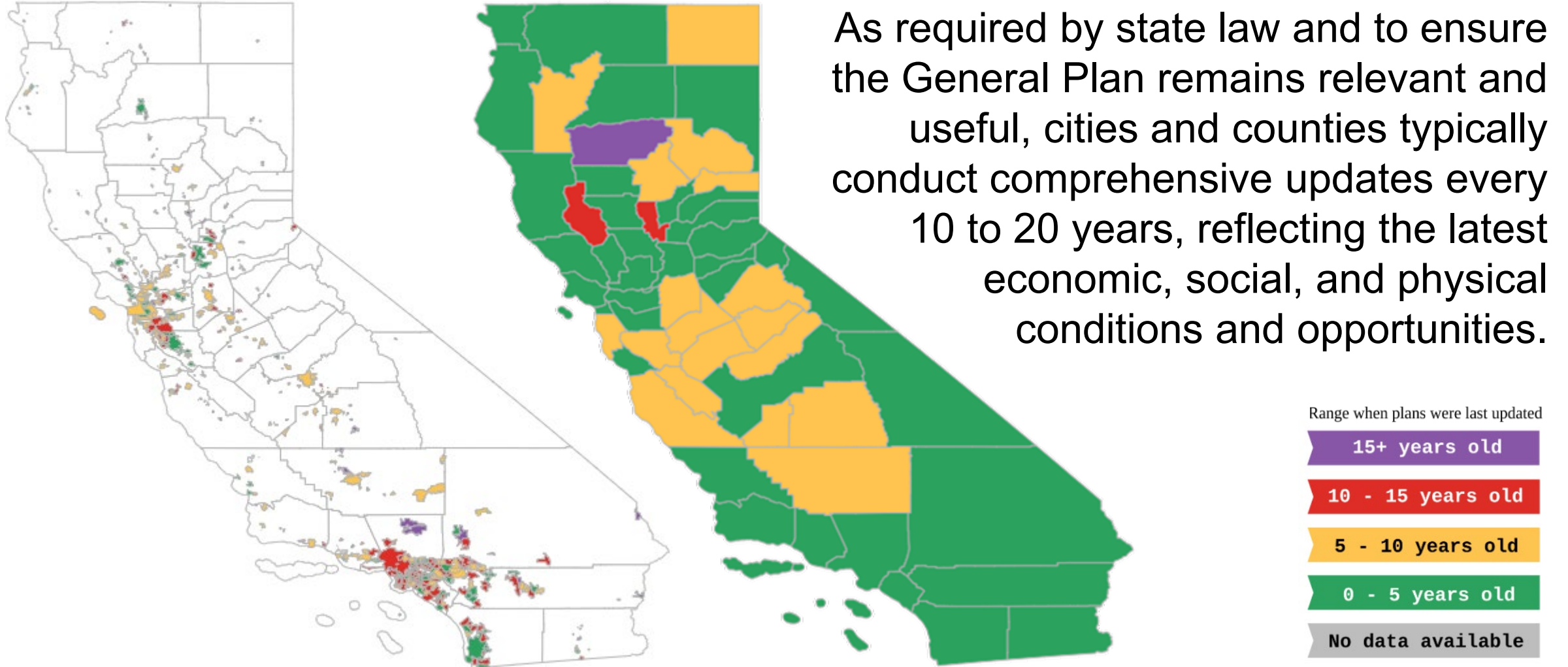
State law requires everything within the General Plan to be consistent (no contradictions).

Furthermore, state law requires that all decisions and actions taken, whether by the City or others in the city, must also be consistent with the General Plan.

This includes specific plans, zoning, and other documents and actions.



GENERAL PLAN UPDATE CYCLE



REASONS FOR A COMPREHENSIVE GP UPDATE

MAJOR CHANGES TO:

1. Vision & community values
2. Local and regional economy
3. Opportunities for land use and circulation
4. State requirements to find housing sites



GENERAL PLAN UPDATES

CONSULTANT COSTS & STAFF RESOURCES

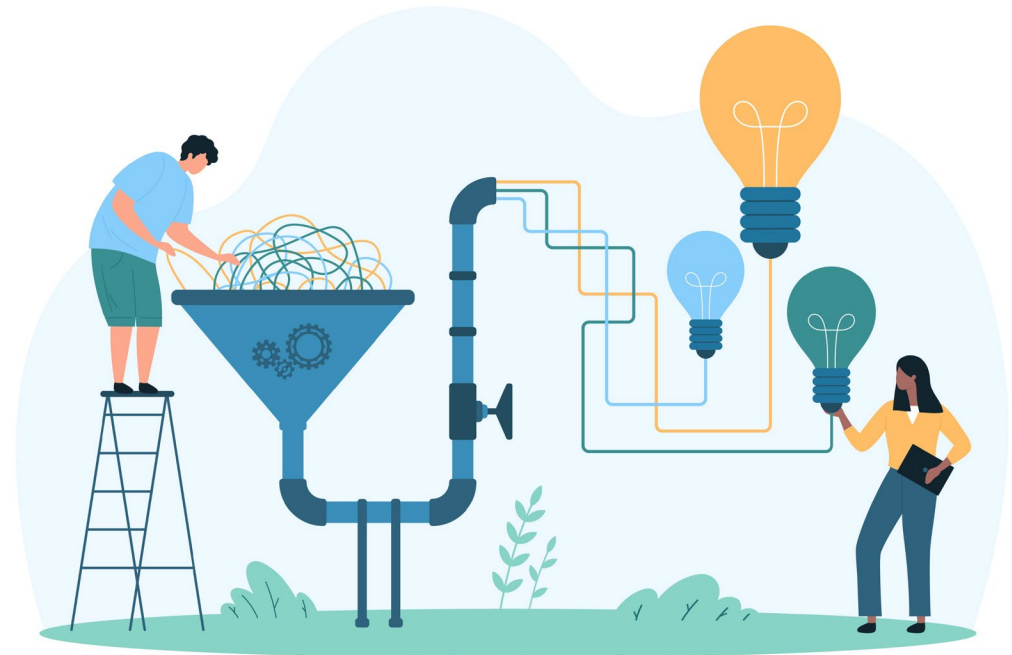
Standard Components	CONSULTANTS		CITY STAFF		TIME	
	Low	Mid	Low	Mid	Low	Mid
Existing Conditions/Due Diligence	\$50K	\$200K	200 hrs	400 hrs	3 mo	6 mo
Visioning & Outreach	\$200K	\$400K	200 hrs	600 hrs	3 mo	6 mo
Advisory Committee(s)	\$35K	\$75K	100 hrs	300 hrs	6 mo	9 mo
Land Use & Circulation Planning	\$200K	\$500K	250 hrs	500 hrs	6 mo	9 mo
Policy Updates	\$150K	\$200K	100 hrs	200 hrs	3 mo	6 mo
CEQA (EIR)	\$350K	\$500K	200 hrs	500 hrs	12 mo	18 mo
Zoning (Consistency w/GPU)	\$20K	\$150K	100 hrs	300 hrs	3 mo	6 mo
Project Management/Coord	\$75K	\$200K	500 hrs	750 hrs	30 mo	40 mo
TOTAL	\$1.08M	\$2.18M	1,650 hrs	3,550 hrs	2.5 yrs	3.5 yrs

Note: The above costs/time for each component may vary based on focus and complexity for each jurisdiction.

OPPORTUNITIES TO STREAMLINE THE APPROACH

Alternative approaches to the following components can reduce costs and lessen the burden on staff resources

- Vision
- Existing conditions report
- Public outreach
- CEQA
- General Plan format



VISION

Don't start from scratch

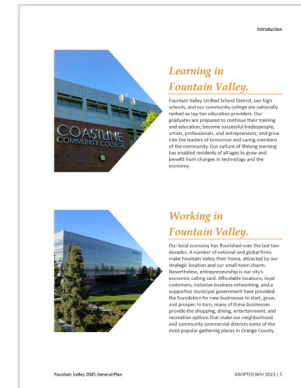
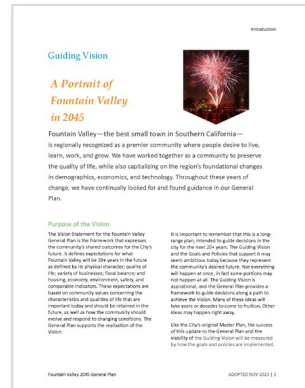
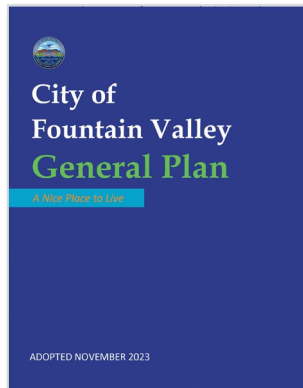
- Augment with principles and/or values
- Leverage Strategic Plan





A Portrait of Fountain Valley in 2045

Fountain Valley—the best small town in Southern California—is regionally recognized as a premier community where people desire to live, learn, work, and grow. We have worked together as a community to preserve the quality of life, while also capitalizing on the region’s foundational changes in demographics, economics, and technology. Throughout these years of change, we have continually looked for and found guidance in our General Plan.



Vision and Community Values

Build on our success as a world class community to create an equitable, sustainable and vibrant city, rich in opportunity for all to thrive.



HEALTH



EQUITY



STEWARDSHIP

Big Ideas

**CREATE
DESTINATIONS**

**DESIGN FOR
PEOPLE FIRST**

**PROVIDE
CONNECTIVITY
AND
ACCESSIBILITY**

**ESTABLISH RC AS THE
CULTURAL AND
ECONOMIC HUB OF
THE INLAND EMPIRE**

**ADDRESS
ENVIRONMENTAL
JUSTICE**

EXISTING CONDITIONS

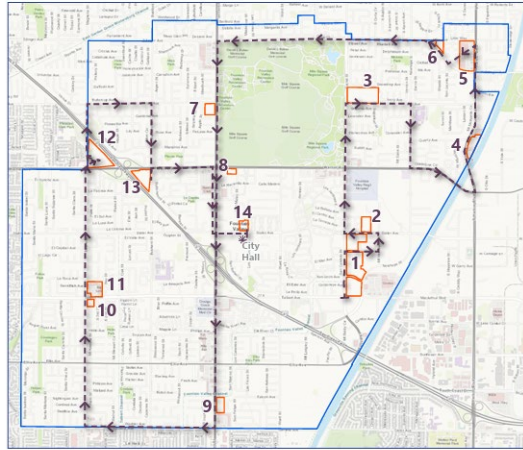
- What do you need to know to make decisions and updates?
- More is not better (even for staff)
- Meaningful content, simpler format



PRELIMINARY OPPORTUNITY SITES & SURVEY



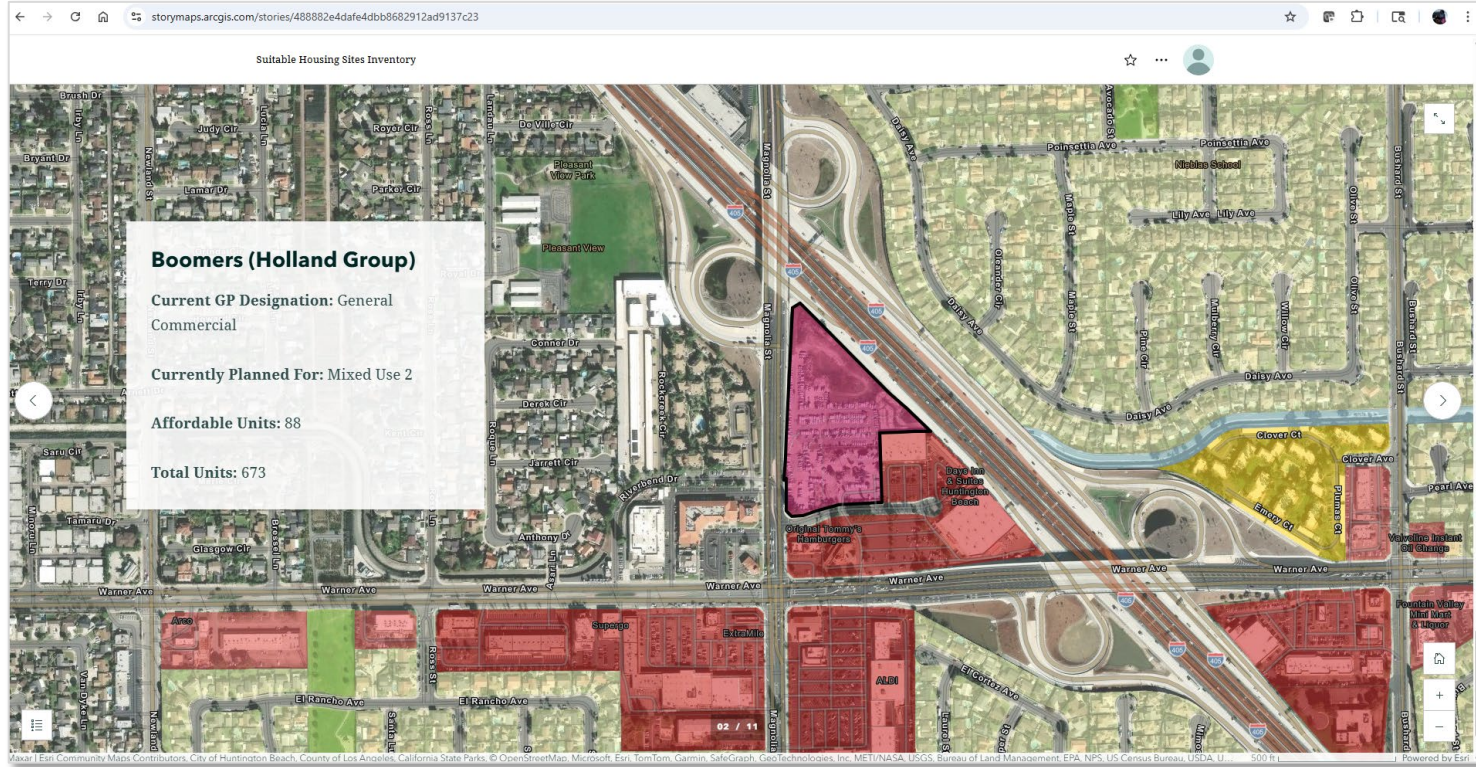
ROUTE MAP:



Suggested route follows the order of the survey questions and is the same route that the GRAC bus tour followed.

Legal Disclaimer: The tour and survey are being conducted by the City of Fountain Valley for the purposes of the General Plan Update. Members of the public are permitted to visit the sites identified on the route map (noticed to the public on January 9, 2019). Members of the public who visit the sites on the day of the tour or anytime after do so voluntarily at their own risk and must observe and comply with all traffic regulations, private property rights, and other local, state, and federal laws. The City is not responsible for any actions, injuries, harm, or other potential incidents caused by or affecting any member of the public.

February 2019



Total size: 15.6 acres
Ownership: multiple owners / 11 parcels
On the ground today: commercial recreation, retail, motel
Currently planned for: General Commercial

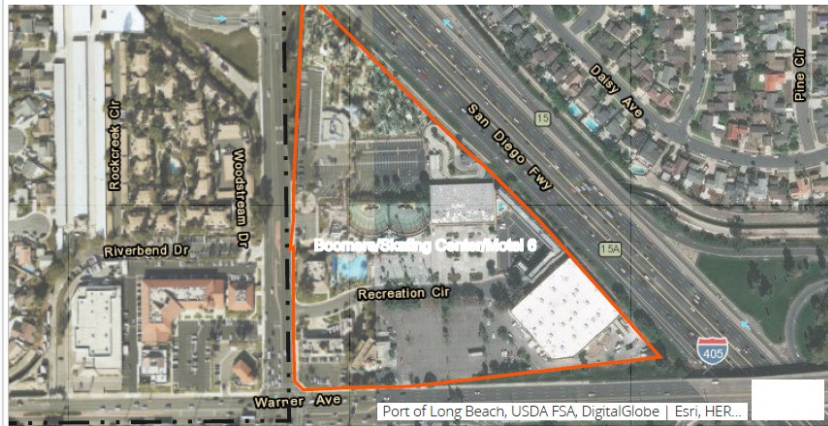


PHOTO COLLECTOR INSTRUCTIONS

The photo collector is an interactive exercise that asks you to use your mobile phone, tablet, or digital camera to upload pictures.

- See pages 1 to 5 for instructions on uploading photos through your mobile phone or tablet.
- See pages 6 to 10 for instructions on uploading photos using a digital camera and laptop/desktop computer.

MOBILE PHONE OR TABLET:
Please follow the instructions below to use the photo collector with a mobile phone or tablet. To get to the photo collector use this link: <https://bit.ly/2017VayX>
This exercise has been set up through Survey 123, an easy to use on-line survey tool. Once you click on the link you will be brought to the page below which will allow you to upload a photo.

First read through the instructions and introduction and then scroll down.

Then, click here to take/upload a photo.

Upload a photo.

Get your photos! Read the following and then complete steps 1 through 4 below. You can upload photos from your phone, tablet, or laptop. You can also upload photos from your computer. The photos you upload will be used to help the City of Fountain Valley make decisions about the future of the city. The photos you upload will be used to help the City of Fountain Valley make decisions about the future of the city. The photos you upload will be used to help the City of Fountain Valley make decisions about the future of the city.

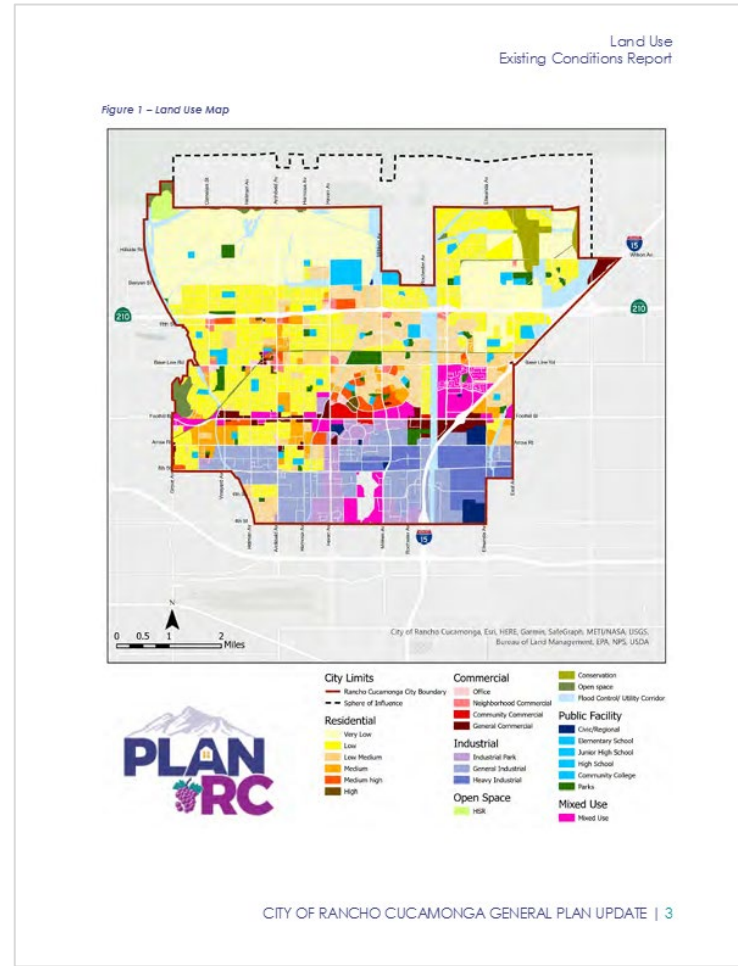
2) Set the location.

3) Identify if the photo location is a like or not.

Photo Collector Instructions

Page 1 of 10

Existing Conditions Reports



Land Use Existing Conditions Report

Implementation Documents

Rancho Cucamonga is guided by a series of visioning and implementation documents.

General Plan

The most recent General Plan was adopted in 2010. The Rancho Cucamonga General Plan documents our shared vision of tomorrow and defines the steps to progress from the present to the future. The General Plan is a long-range policy document (with a projected horizon of 15 to 20 years), frequently referred to as the guidebook or "blueprint" for our City's development. This blueprint directs the look, the feel, and the experience of our City now and in the future.

The General Plan reinforces established land uses attained in the City over the last 10 to 15 years by emphasizing protection of existing residential neighborhoods, and targeting of new residential, office, and commercial growth along major corridors, such as Foothill Boulevard and Haven Avenue south of Foothill Boulevard, where development opportunities exist on vacant or underutilized properties.

The land use growth strategy will focus on the following three objectives:

- Protect and maintain established residential neighborhoods
- Target new infill development opportunities
- Integrate land use and transportation

Development Code

The implementation of the General Plan is generally managed by the Development Code (Title 17 of the Rancho Cucamonga Municipal Code). The Development Code includes zoning districts consistent with the General Plan and applies prescriptive development standards to each zoning district that guide the site layout and intensity. The Development Code also contains design standards for use types (residential, office, commercial, and industrial) that guide staff and the development community on the high-quality design aesthetics required within the City.

Specific Plans

Specific plans allow for flexibility in design and customized development standards tailored to specific needs and conditions. The Specific Plan is one of the most creative tools available for guiding and regulating development, but also requires considerable attention to detail and may be too involved for some situations. As specified by the California Government Code, a specific plan must be consistent with the General Plan and must respond to all of the required General Plan topics to the extent that they apply to the area in question.

- Etiwanda Specific Plan
- North Etiwanda Specific Plan
- Empire Lakes Specific Plan
- Etiwanda Heights Neighborhood and Conservation Plan (in progress)

Planned Communities

Planned Community zoning may be thought of as a less comprehensive form of a specific plan. It does allow custom design and development regulations, but its scope can be limited to only those aspects of the plan that deviate from conventional zoning requirements. It may include as many land use categories as are needed to implement the

CITY OF RANCHO CUCAMONGA GENERAL PLAN UPDATE | 18

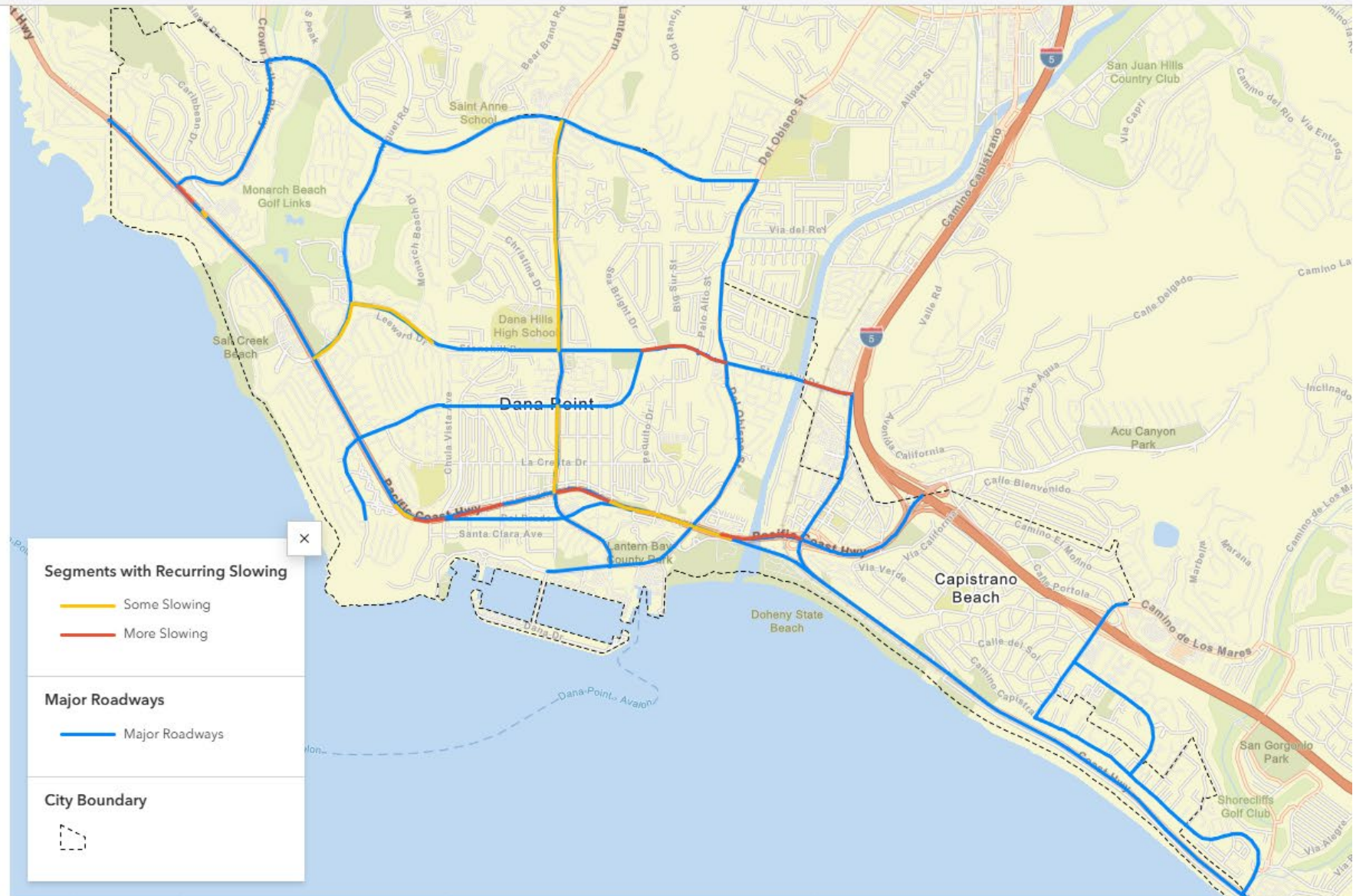


Residents access to schools and commercial retail.

- **Stonehill Drive** travels through much of the City's width, connecting several planning areas, and includes direct access to Dana Hills High School, Monarch Beach, and Interstate 5. Stonehill Drive also terminates and becomes **Doheny Park Road**, which travels through Doheny Village, connecting to PCH and into Capistrano Beach.
- **Crown Valley Parkway** and **Niguel Road** provide linkages to visitor-serving uses in the City, including the Waldorf Astoria Monarch Beach, the Monarch Beach Golf Links, the Ritz-Carlton, and Salt Creek Beach.

Certain segments of Dana Point's major roadways carry more traffic than others. The busiest roadways in Dana Point are Pacific Coast Highway, Crown Valley, Stonehill Drive, Crown Valley, Golden Lantern, and Del Obispo Street.

Click to see slow segments



PUBLIC OUTREACH

- Set and meet expectations
- Give people something to react to



PUBLIC OUTREACH

- More important now than in older updates
- Craft the right approach for your community and staff
- *Everyone, everywhere, on everything is not a good approach*
- Set expectations, and be sure you can meet them
- Advisory committees can be invaluable, but isn't the only approach
- City staff are important to build trust and buy-in

IAP2 Spectrum of Public Participation



IAP2's Spectrum of Public Participation was designed to assist with the selection of the level of participation that defines the public's role in any public participation process. The Spectrum is used internationally, and it is found in public participation plans around the world.

INCREASING IMPACT ON THE DECISION					
	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
PUBLIC PARTICIPATION GOAL	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
PROMISE TO THE PUBLIC	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

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**The General
Plan
expresses
views and
values from the
Rancho
Cucamonga
community!**



PUBLIC OUTREACH

- Broad and open-ended questions just lead to unrealistic expectations and broken trust
- Build options with the community, but present trade-offs, costs, and benefits



Making It Happen

Bloomington Community Plan Workshop

Tuesday, December 15, 2015
Bloomington High School
Bloomington CA

Paying for Things

- County's general fund
- Property tax through special funding districts
- Development impact fees
- User fees

Highest Priority Objectives Average Costs

Code enforcement - \$200,000/yr
Policing - \$1.3 million/yr
Truck routes - \$18 million + \$250,000/yr
Air quality health impacts - \$190,000 + \$50,000/yr
Sewer - \$5-7 million
Dedicated Bloomington fees – adopt impact fees
Roads maint./expansion - \$11 million + \$700,000/yr

Lower Priority Objectives Average Costs

Park improvements – \$500,000 to \$4 million + \$50-250,000/yr
Town centers retail - \$150,000 + \$50,000/yr
2nd bridge over I-10 - \$50 million
Business attraction - \$150,000 + \$50,000/yr
Small businesses - \$25-150,000 + \$50-150,000/yr
Streetscaping - \$250-350,000 + \$10-25,000/yr
Sidewalks - \$70-200,000 + \$7,500/mile/yr
Bikeways - \$30,000-\$1 mil/mile + \$12,500/mile/yr

Small Group Workshops



Exercise #1: Paying for Objectives

- 15 minutes: discuss objectives
- 10 minutes: majority vote on objectives to pay for with higher taxes
- 10 minutes: prioritize objectives to wait for until County has funding available
- 15 minutes: report back

CEQA: A Tax on General Plans?

- Not all General Plan Updates *require* an EIR
- Base level of CEQA on the project, not the cover date
- Keeping existing EIR current pays long-term dividends
- Addendums can be as effective as a new EIR
- If doing a new EIR, ensure it supports streamlining





FORMAT

- Avoid an extensive, graphically-rich document that sits on the shelf
- Select format that ensure the general plan will be used beyond Planning Departments

This street section illustrates how Haven Avenue may be improved over time to accommodate new development and provide a more comfortable and safer environment for pedestrians, bicyclists and transit users without disrupting automobile traffic flow. Key points for the improvement and evolution of Haven Avenue are as follows:

- Vehicular speeds and peak-hour capacities along Haven Avenue are modestly reduced to achieve the long-envisioned urban character of the Civic Center area and the Haven corridor as a primary urban office environment.
- Conversion of the outer travel lane to planting strips create high-quality public realm environments for pedestrians and bicyclists.
- Existing curbs are "bulked in" for curbside parking. This provides direct access to active ground floors and creates low speed, one-way vehicular flows in the street accessible lane.
- Bus Rapid Transit (BRT) stations are integrated into the streetcase design. The illustrations to the right show one of many options.
- New mixed-use buildings are developed along the west side of Haven Avenue between 4th Street and Fourth Boulevard. Additional intensification of use on the east side is also anticipated over time.
- Streetscape improvements to Haven Avenue not only transform the corridor from a "through" street to a "thorough" but also improve connectivity to adjacent neighborhoods, such as Casuarina, centers, and districts.

Existing Condition: 2 travel lanes in each direction and a median, with left turn lane. Bicycles, prohibited bike lanes are present along the curb on both sides, and right turn lane are provided as shoulder improvements.

Streetscape Improvements: Expanded bike lane to side access lane with buffer in planting in new mixed-use BRT development occurs.

Streetscape Improvements: Expanded bike lane to side access lane with buffer in planting in new mixed-use BRT development occurs.

• 8' • 8' • 12' • 10' • 11' • 11' • 11' • 14' • 11' • 11' • 10' • 12' • 8'

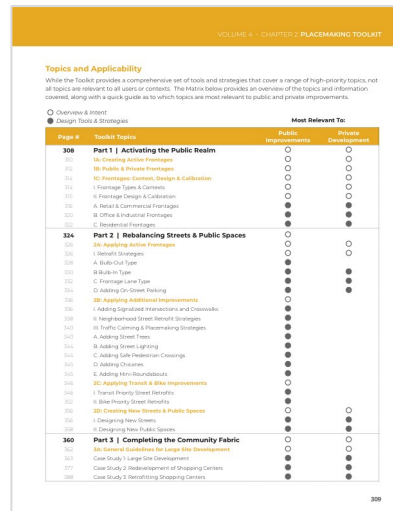
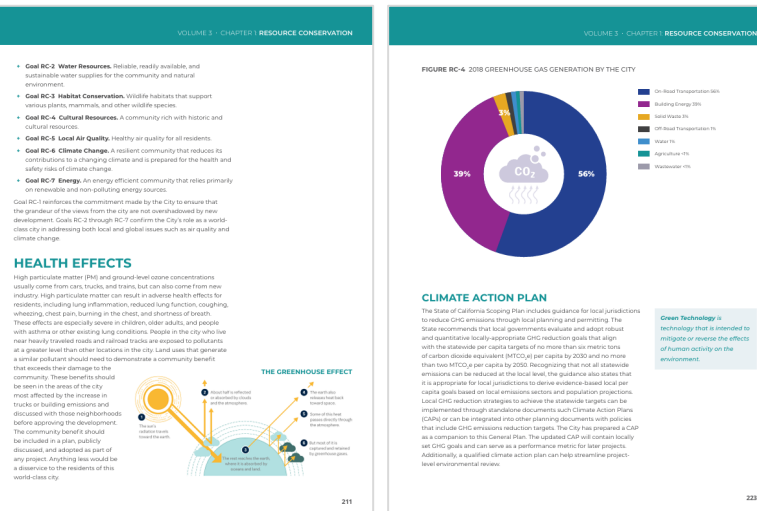
11' 11'

Heavy ground floor uses along active street lane ("thorough" character)

Public space opens on corners adjacent to busy cars can activate an entire block or corridor at either.

Examples of lane line striping near intersection to reduce conflicts

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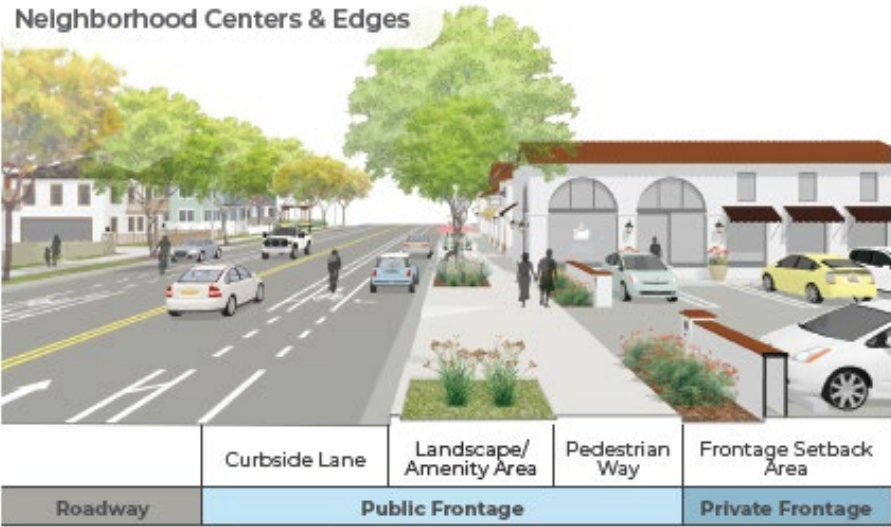
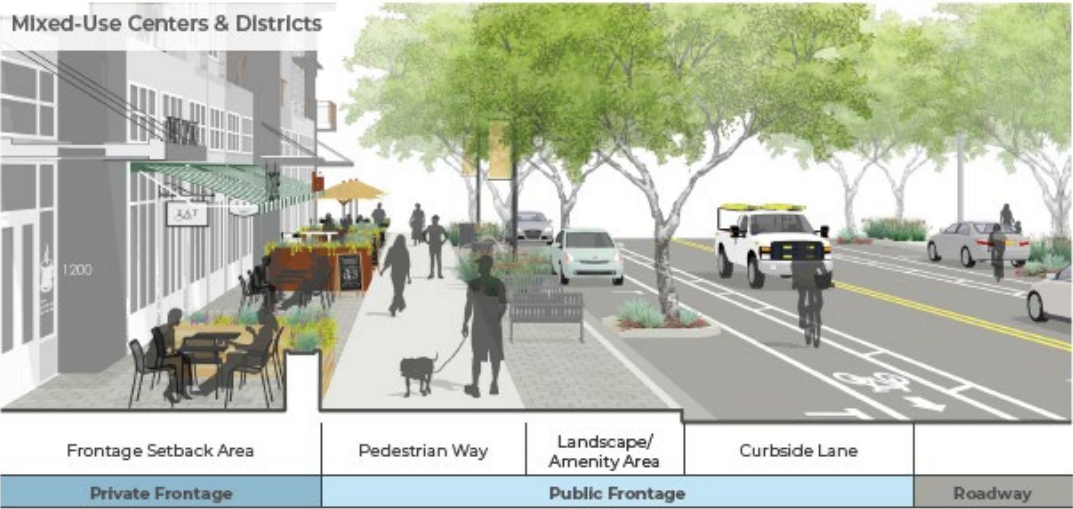
Placemaking Toolkit

- Illustrates the types of development patterns, forms and strategies that will result in human-scale, pedestrian-oriented places
- Focuses on three high-priority topics:
 - 1) **Activating the public realm**
 - 2) **Rebalancing streets and public spaces**
 - 3) **Completing the community fabric**



The Placemaking Toolkit is set of implementation tools to help ensure the making of great places of strong and enduring value

Activating the Public Realm



STEP 1

APPROPRIATELY ADDRESS THE CONTEXT AND EDGE CONDITIONS

This site (See Figure 4.31) is an undeveloped piece of land bounded by multi-modal corridors to the north and east (A and B), and primarily by existing residential neighborhoods along the west and south edges (C and D).

FIGURE PT-10 CASE STUDY #1 SITE CONTEXT AND EDGE CONDITIONS



Site Boundary

STEP 2

ESTABLISH POINTS OF CONNECTION TO THE CONTEXT

Define connections to the context at regular intervals. Minimum intersection density shall be determined according to Policy LC-4.7 of the General Plan. Generally, there be at least 2 intersections per quarter mile along the length of a corridor.

FIGURE PT-11 CASE STUDY #1 NEW POINTS OF CONNECTION

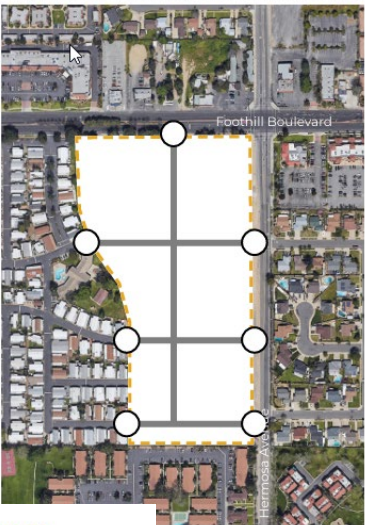


STEP 3

CONNECT NEW STREETS THROUGH THE SITE

Within this site, new streets should link the points of connection established in Step 2 in a very straightforward manner. These will be pedestrian-oriented neighborhood streets that provide very safe, comfortable pedestrian routes, and also safe bike routes within shared lanes due to low vehicular speeds.

FIGURE PT-12 CASE STUDY #1 STREETS CONNECT THROUGH THE SITE



Site Boundary

New Points of Connection

STEP 4

CREATE WALKABLE BLOCKS THAT SUPPORT THE INTENDED DEVELOPMENT TYPES

In this development example, the block sizes for the intended building types are smaller than the basic connectivity framework—the block perimeters of most are significantly less than 1,500 feet—and the additional access routes and frontages are provided with non-vehicular paseos and green open spaces rather than vehicular streets.

FIGURE PT-14 CASE STUDY #1 WALKABLE BLOCKS



Site Boundary

New Street

New Paseo Connection

New Paseo

New Open Space

STEP 5

USE ALLEYS WITHIN BLOCKS TO SUPPORT THE DEVELOPMENT TYPES AND PUBLIC REALM

Alleys are threaded through the blocks within this public realm framework to provide vehicular access to commercial parking lots and to the rear of residential properties. This is critically important where buildings front onto paseos, as the alley serves as the only vehicular access to each residence.

FIGURE PT-15 CASE STUDY #1 ALLEYS WITHIN BLOCKS



Site Boundary

New Street

New Paseo Connection

New Paseo

New Open Space

New Alley

Fountain Valley General Plan

- Consistency findings
- Need to find information quickly
- Consolidated topics into fewer elements (e.g., noise, public facilities)
- More accessible to public, decision makers, and staff



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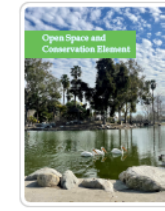
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78

Santa Ana General Plan

- Opted for a concise hard copy and searchable web-based format
- Enhances access (multi-lingual, dynamic maps, filtering to find more content faster)

[Elements](#) / [Mobility](#)

Community Element

Mobility

Economic Prosperity

Public Services

Conservation

Open Space

Noise

Safety

Land Use

Housing

Historic Preservation

Urban Design Element

Vision & Core Values

A Shared Vision

Our Core Values

About the Element

Purpose of the Mobility Element

Mobility Element Introduction

Community Considerations for the Mobility Element

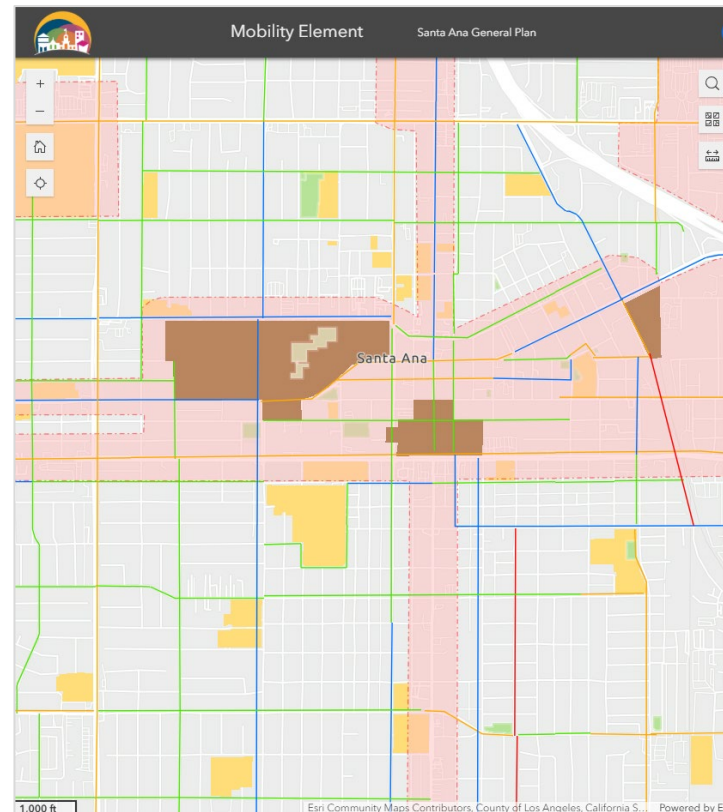
Policy Framework

GOAL M-1: Comprehensive Circulation

A comprehensive and multimodal circulation system that facilitates the safe and efficient movement of people, enhances commerce, and promotes a sustainable community.

- Policy M-1.1
Safety
Achieve zero fatalities from traffic collisions through education, enforcement, and infrastructure design.
- Policy M-1.2
Balanced Multimodal Network

[Search](#) [Introduction](#) [Elements](#) [Focus Areas](#) [Other Resources](#) [Translate](#) [Search](#)



[Search](#) / [Search by Topic](#)

Filter Topics by Theme

Built Environment

Community

Conservation

Economic Prosperity

Environmental Justice

Historic Preservation

Housing

Land Use

Mobility

Natural Environment

Noise

Open Space

All Topics

showing all topics addressed by the goals and policies in the General Plan

Active Living and Well-being

Active Transportation

Air Quality and Climate

Aircraft Hazards

Airport and Land Use Environs

Attractive Travelways

Business Friendly Development

Compatibility of Uses

Complete Communities

Comprehensive Circulation

Cultural and Historic Resources

Diverse Economic Base

Economic Development Strategies

REASONS GIVEN FOR A COMPREHENSIVE UPDATE... BUT MAY NOT BE WORTH IT

1. Cover date is old
2. EIR is old
3. Focused areas of change
4. Problematic policies
5. New state laws
6. Too many amendments

HOW DO YOU KNOW IF YOU NEED A COMPREHENSIVE UPDATE?

If you hire a planning consultant to evaluate your current GP, they'll probably tell you a comprehensive update makes sense.

Ask yourself...

1. Do your vision and goals still make sense?
2. Are your policies still valid and are they being followed?
3. Can you update policies without an EIR?
4. Where and what changes do you want to see?
5. Could you achieve desired change through another approach?



Alternatives to Comprehensive General Plan Updates

- More frequent but smaller studies and updates
- Specific plans
- Technical studies
- Focused policies
- EIR Addendum



Dana Point General Plan Elements

Focused Update:

- Land Use
- Econ Devt.
- Circulation
- Public Safety



**CONSERVATION/
OPEN SPACE**

1991



**ECONOMIC
DEVELOPMENT**

1991



NOISE

1991



**PUBLIC
FACILITIES/
GROWTH
MANAGEMENT**

1991



CIRCULATION

1995



**URBAN
DESIGN**

1995



LAND USE

1999



HOUSING

2022



**PUBLIC
SAFETY**

2022

Environmental Justice is only a mandatory element for jurisdictions with disadvantaged communities. Dana Point does not contain any such communities.



**State-Required
Elements**



**Optional
Elements**

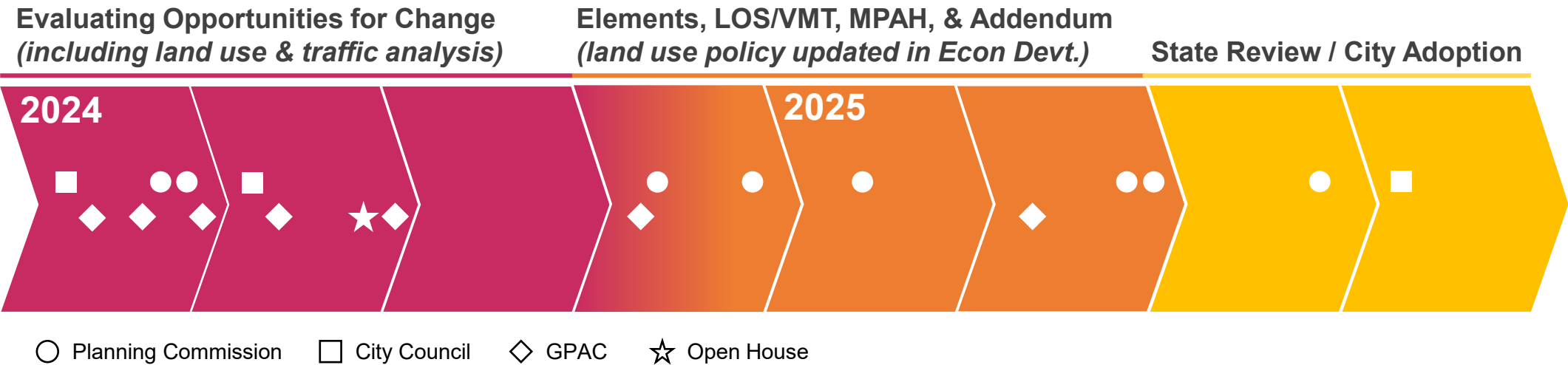


**Recently
Updated**



**Certified Land Use Plan of the
City's Local Coastal Program**

Focused General Plan Update



2024

GPAC Meetings

January 23 April 30
February 27 June 25
March 26 October 16

PC/CC Meetings

January 14 April 16
March 11 October 28
March 25 December 9

Open House

Open House | June 5
Virtual Open House | June-August

2025

April 22

February 4 Sept 8
June 9 Oct 7
June 23

Budget: 45% remaining

Thank you! Questions/Discussion



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