



FIGURE 1

PASSION VALLEY, CA | COMPREHENSIVE PLAN 2025

PROLOGUE



FIGURE 2

Passion Valley is a special city that we as residents are proud to live in. The reactivation of the iconic Los-a-Las train line which will connect us to Los Angeles and Las Vegas in roughly an hour each has led to lots of excitement but also concern from residents. Change incites a lot of emotion from people and we have learned and listened to our community in hopes to implement the best course of action for the future of Passion Valley.

We want to provide a space for new residents while maintaining the charm of our town and the beauty of the surrounding landscape which provides space for

our passion flowers to thrive. We plan on maintaining the walkable, close-knit community within our downtown area while keeping future single family residents to a similar, modest lot size following the current housing landscape of our town. Additionally, we will be implementing a new Transit-Oriented Development zone with denser housing closest to the train station and mixed use buildings adding new store-front stock to our prosperous shopping district.

Community is a crucial pillar we value within our city. We plan to keep this a collaborative process throughout by holding regular community board meetings and remaining open to discussion from Passion Valley folks. We are confident that this plan captures the essence of our city while also adequately preparing for and making the most of the new Los-a-Las train line. While Passion Valley will soon see heightened connection to nearby big cities, we will grow in a responsible way and cannot wait for the new residents and new opportunities for existing ones!

Mayor Lucile Sequinter

VISION STATEMENT

Passion Valley will grow as a compact, connected, and resilient community that builds on its agricultural heritage and distinct landscape. Future development will focus on a walkable, transit-oriented center, protect surrounding natural and agricultural lands, and support a diversified economy linked to regional opportunities. The city will balance growth with stewardship, preserving its identity while expanding access, sustainability, and quality of life.

THE TEAM



Romina Quinn
Designer & Writer



Zach Minter
Writer



Lucas Seibold
Cartographer

TABLE OF CONTENTS

1. State of the Community Report **6**

2. Direction Setting Framework **20**

3. Land Suitability Analysis..... **27**

4. Areawide Land Policy Plan **33**

5. Community Land Use Design **40**

6. Small Area Design..... **46**

7. Development Managment Plan..... **52**

APPENDIX **73**

CHAPTER 1

STATE OF THE COMMUNITY REPORT

CONTENTS

1. History & Population Growth

2. Demographics

- i. Gender & Age
- ii. Ethnicity
- iii. Household Size & Income

3. Economy

- i. Employment
- ii. Economic Base

4. Existing Conditions

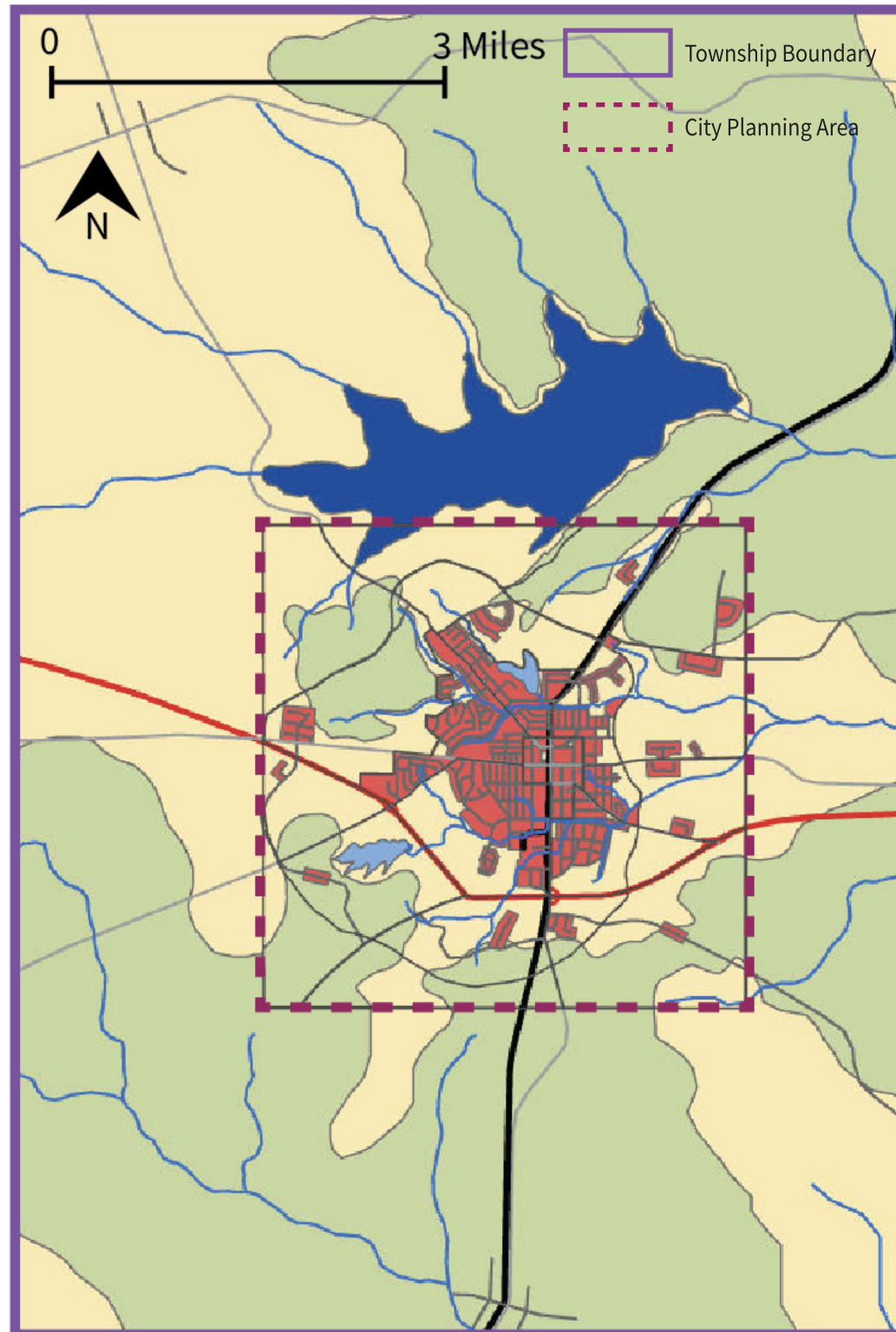
- i. Land Classification
- ii. Existing Roads
- iii. Planning Districts
- iv. Community Facilities
- v. Zoning & Land Use
- vi. Housing Typologies

5. Environment & Natural Resources

6. Alternative Scenarios (2x pop growth)

- i. Population Forecasts
- ii. Environmental Change
- iii. Infrastructure Needs
- iv. Implications for Land Use Plan

1. HISTORY & POPULATION GROWTH



Passion Valley was founded on August 8, 1858 during the California Gold Rush by Mr. Enrique Calderón, an early prospector whose family later became a prominent landholding and civic family in the town. Unlike other major gold settlements, the local deposits were modest. Gold extraction supported small-scale livelihoods and financed basic infrastructure, including a rail stop that anchored the settlement as a service village rather than a mining camp. Limited extraction reduced long-term environmental damage and allowed the town to transition quickly when deposits declined in the 1870s.

Economic diversification began with the cultivation of native passion flowers in the valley. By the mid-1880s, local producers were manufacturing dyes and fragrances for regional markets. In 1887, a stable fermentation process for passion-based beer was commercialized, generating sustained revenue and seasonal employment. The annual Blossom Festival, established in 1888 and held from June 1 through the summer solstice, institutionalized the town's identity and became a recurring driver of visitor traffic.



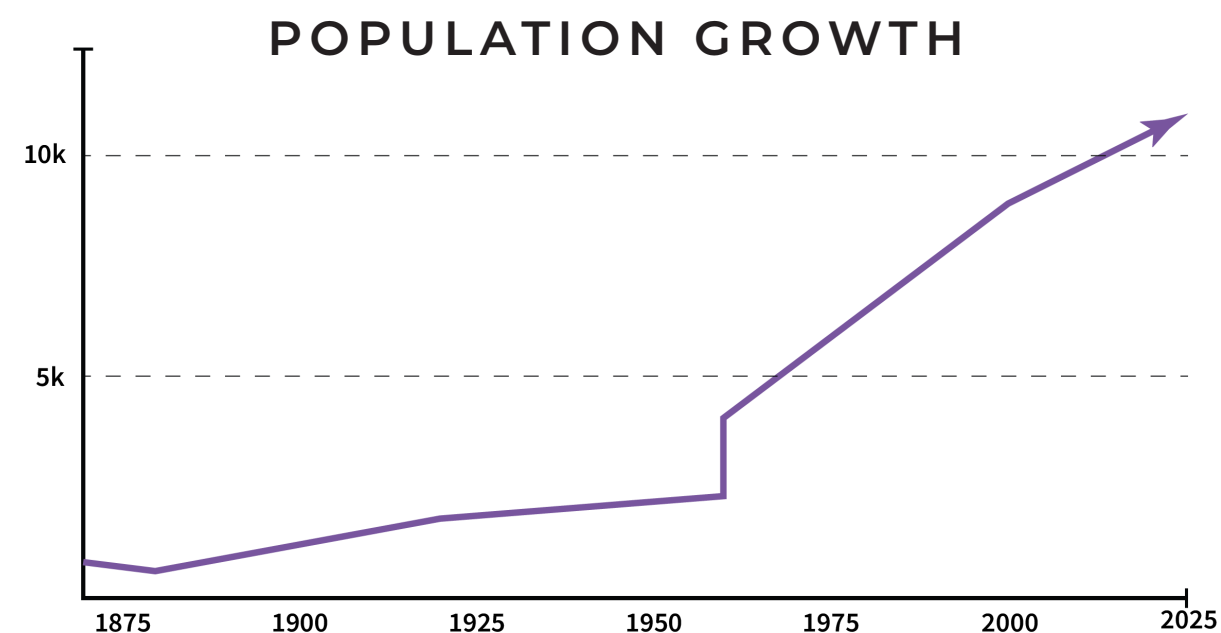
FIGURE 3



FIGURE 4

Rail connections to Los Angeles, and later to Las Vegas in 1940, integrated the town into regional travel networks. Increased accessibility supported small-scale tourism, hospitality, and light manufacturing, driving periods of in-migration. Growth during the mid-twentieth century was primarily migration-driven, tied to employment opportunities and improved connectivity.

After passenger rail service ended in 1974, growth moderated. Economic activity stabilized around local services, small industry, and seasonal tourism. In recent decades, population change has been shaped more by natural increase and modest in-migration from higher-cost metropolitan areas than by major employment booms. From 2000 to 2025, the township grew modestly to approximately 11,000 residents, while the broader planning area contains about 10,000 residents within city limits.

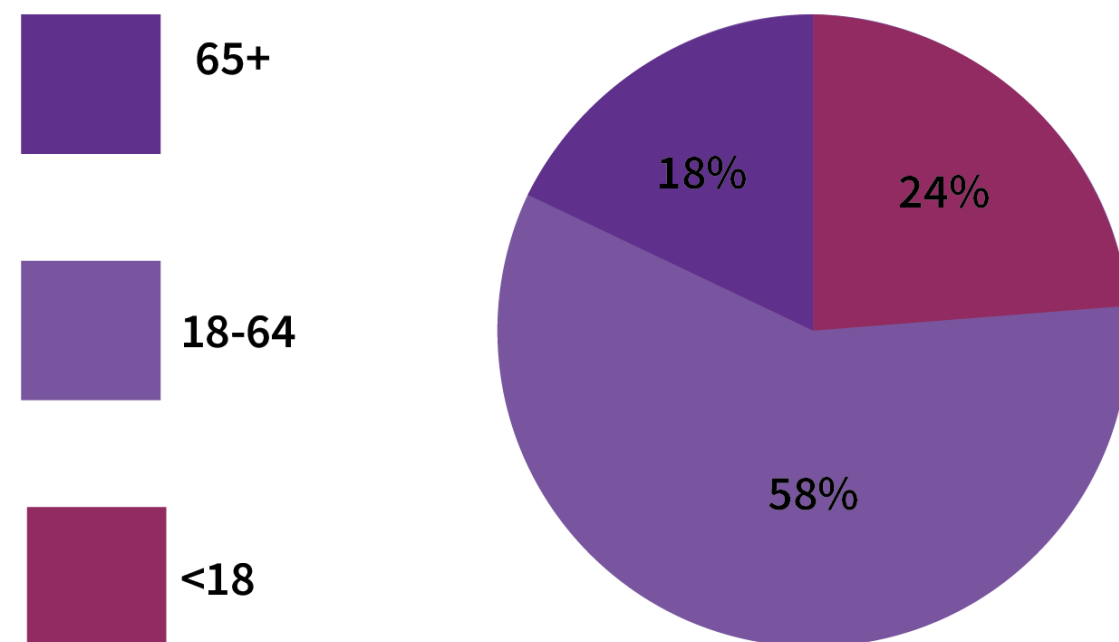


2. DEMOGRAPHICS

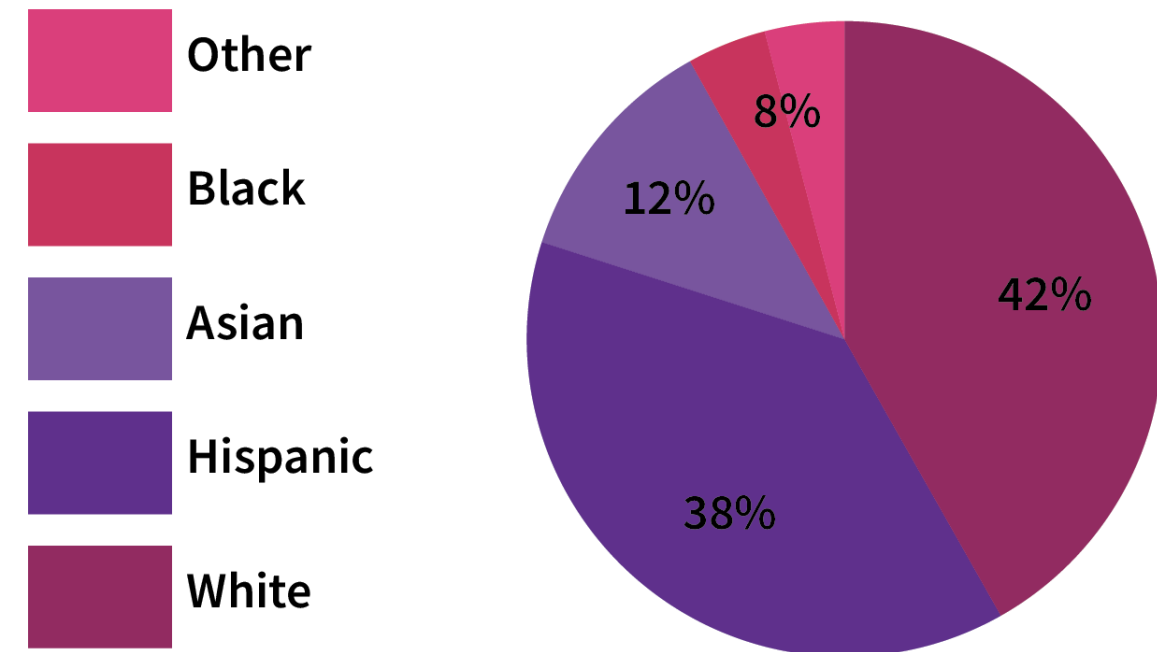
I. AGE & GENDER

The population is balanced by gender, with a slight female majority consistent with national aging patterns. The age structure reflects both established multigenerational households and working-age families. The **median age is in the early 30s**. The senior share has grown modestly as long-term residents age in place, while the under-18 population remains stable due to consistent household formation.

AGE DIST.



RACE DIST.



II. ETHNICITY

The community reflects regional California patterns but at a smaller scale. Much of the Hispanic population traces migration to agricultural and service employment during the mid-20th century rail and production expansion. Recent demographic change has been incremental rather than transformational.

III. HOUSEHOLD SIZE & INCOME

Households average 2.9 persons, consistent with the state average.

The **average household income is approximately \$88,000**, reflecting dual-income households and moderate professional in-commuting alongside local service employment. Income distribution is mixed but not highly polarized. Lower-income households are concentrated among renters, single-parent households, and elderly residents living alone

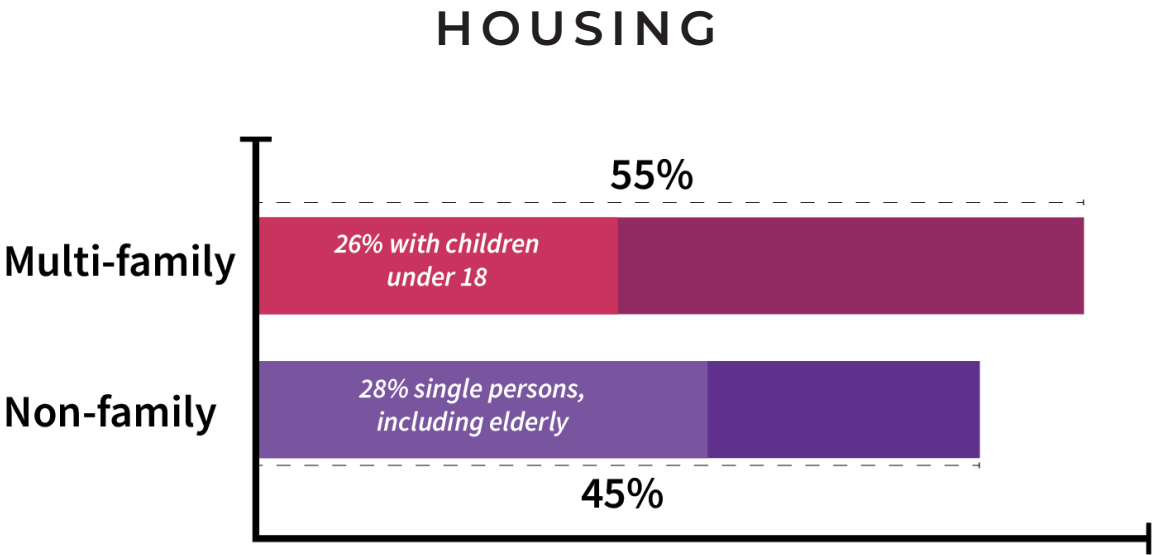
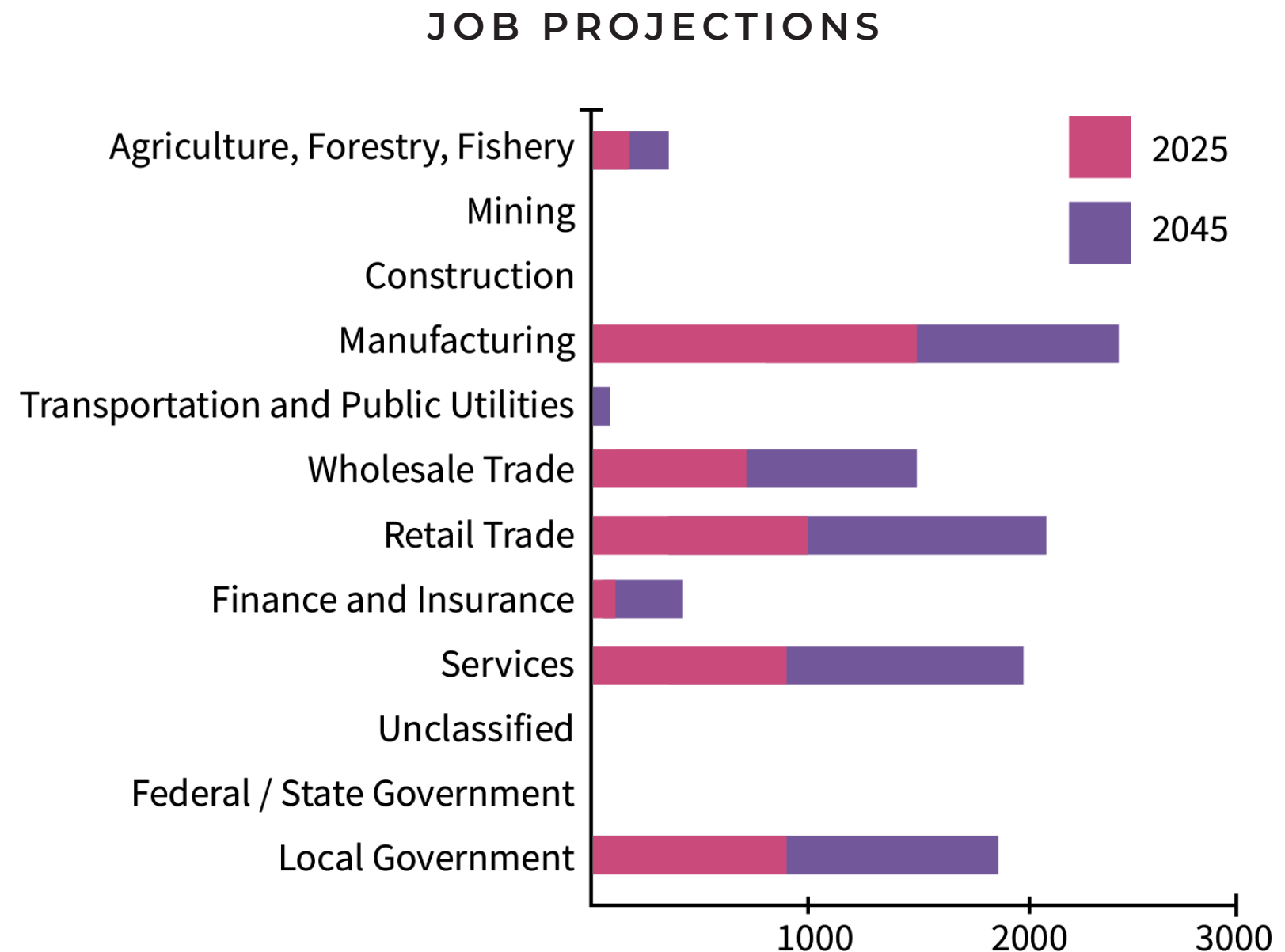


FIGURE 5

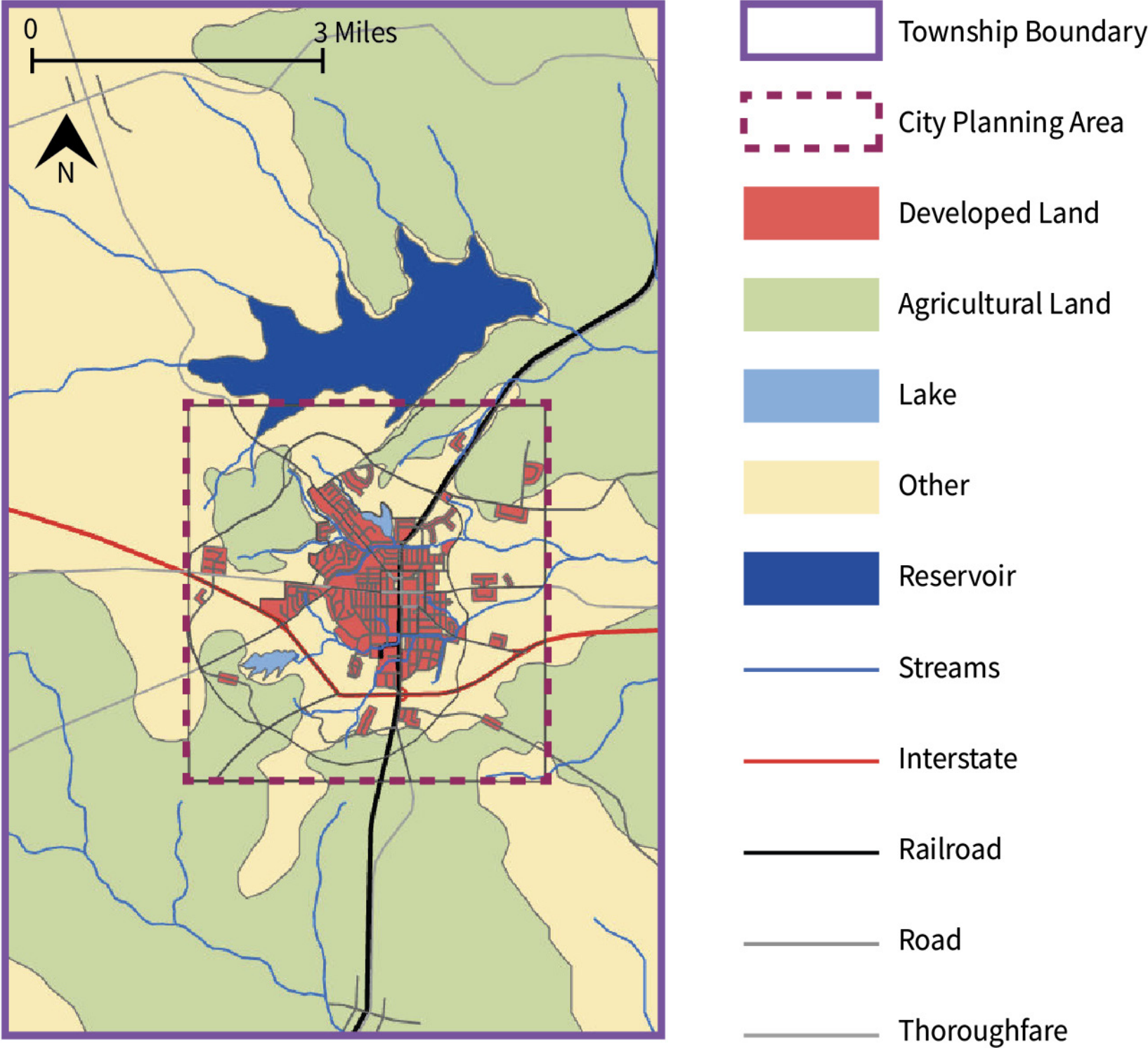
3. ECONOMY

Passion Valley is influenced by both Los Angeles and Las Vegas, a relationship expected to intensify with the introduction of high-speed rail connecting the two regions. Manufacturing remains the city's largest industry, but its growth is likely to stagnate or decline due to increasing automation in passion flower production. In contrast, the service sector (driven by tourism) is projected to see the most significant growth, along with finance and insurance. These trends are further amplified by seasonal population increases during the three-week Blossom Festival in June, when temporary workers supplement the local labor force. The high-speed rail connection enables commuting to Los Angeles and Las Vegas, expanding access to external job markets. Growth is expected in finance and insurance, along with in-migration of hybrid and remote workers seeking lower housing costs. Other industries are likely to remain stable.



4. EXISTING CONDITIONS

I. PASSION VALLEY LAND CLASSIFICATION



The Township has a current population of 11,000 including the 10,000 city residents. It is 8 miles wide from east to west, and 10 miles long from north to south. It contains 80 square miles, or 51,400 acres.

Within the township, the Planning Area is 3.5 miles on each side, with a total area of approximately 12.25 square miles (7,806 acres).

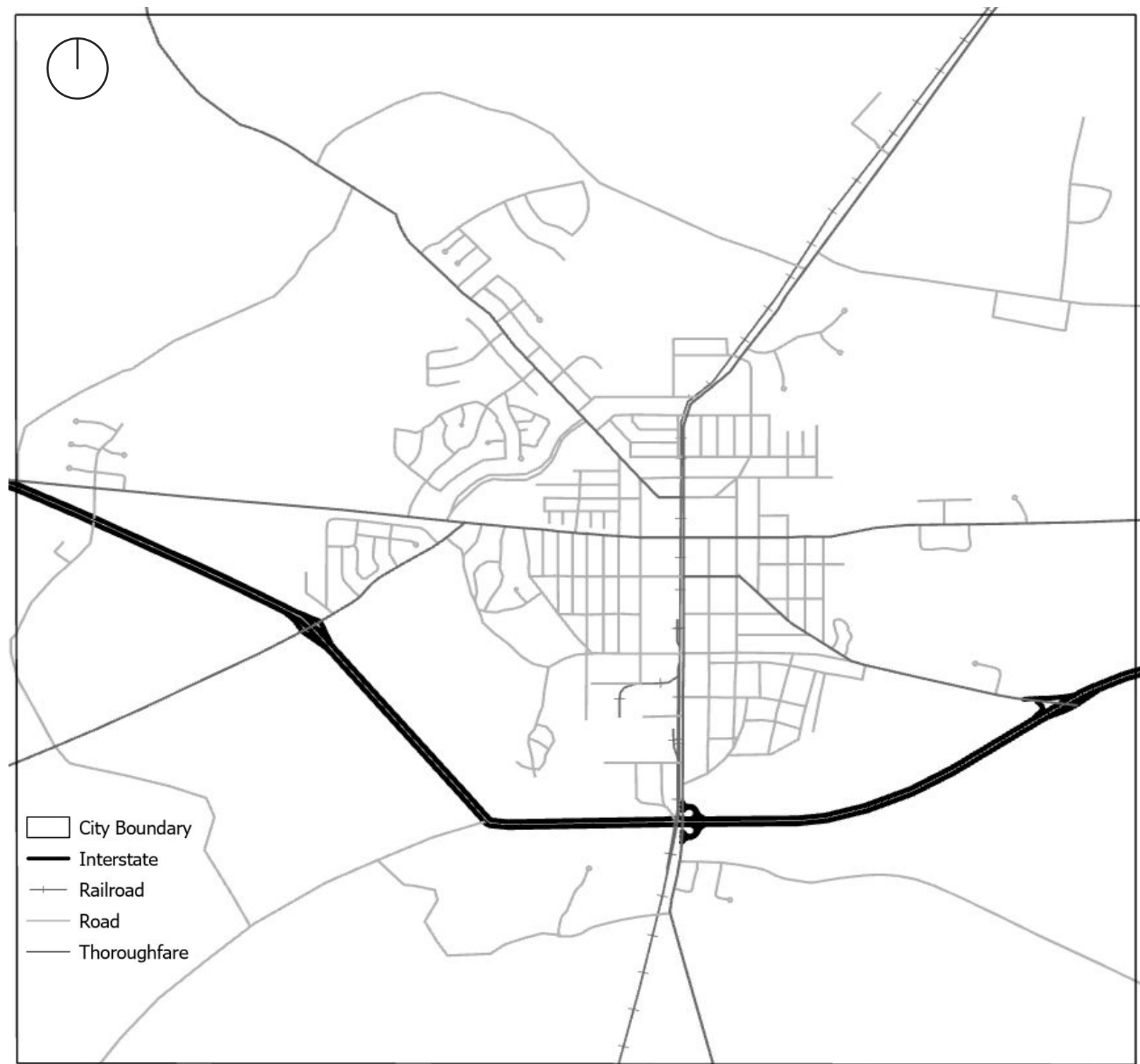
The surrounding area of Passion Valley comprises agricultural land along with a natural, serene desert landscape. Most of the developed land is within the city border along with considerable agricultural lands and moderately preserved natural landscapes. Much of the development consists of less than one acre lot sized single family homes along with row homes

and mixed-use buildings with housing above storefronts in the downtown district.

There are several streams and rivers under the Passion Valley Planning Board's jurisdiction. Additionally, the Oro Reservoir is a vital lifeline for the residents of Passion Valley as they rely on its water storage for potable water especially during dryer months.

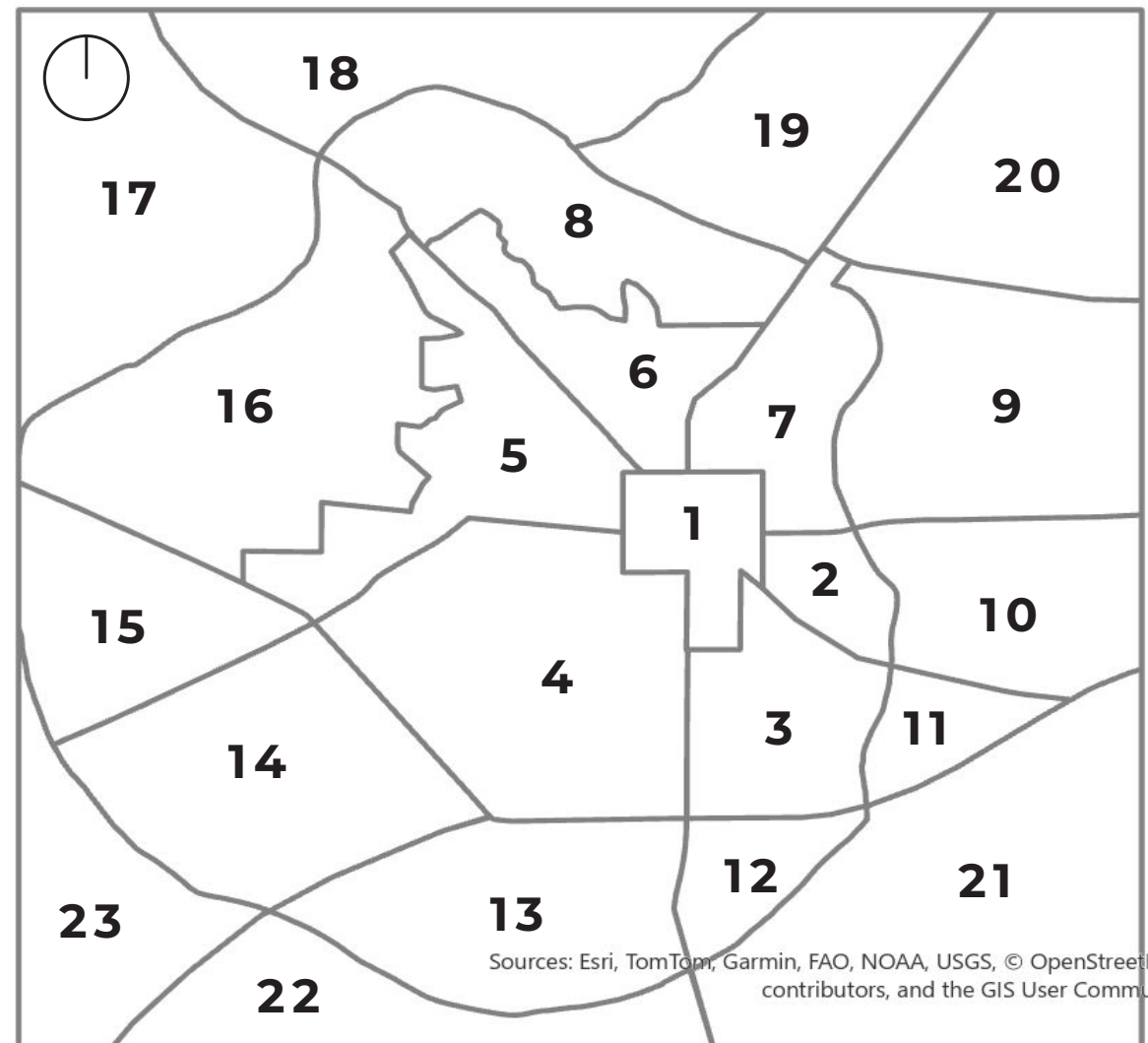
The City Planning Area is intersected by Interstate 15 running east to west and the Los a Las railroad running north to south. The reactivation of the Los a Las railroad is expected to bring an influx of visitors and new residents.

II. CITY PLANNING AREA: EXISTING ROADS

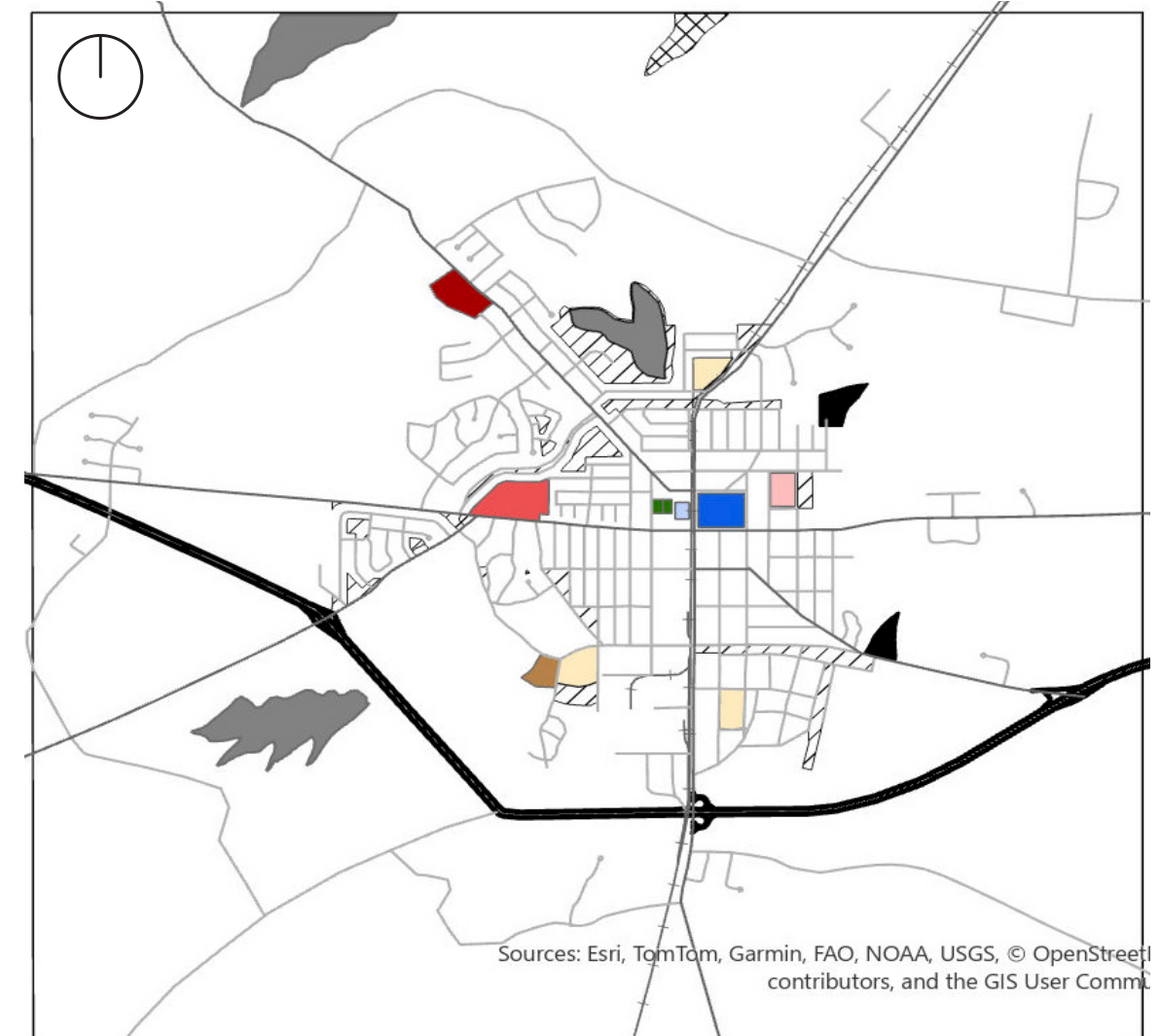


The city's planning area is divided into 23 planning districts. The boundaries follow prominent edges such as ridge lines, city limits, and major highways, and are drawn so that the districts are relatively homogenous. **Districts 1-7 are the Central City, and 8-23 are the Fringe Area.**

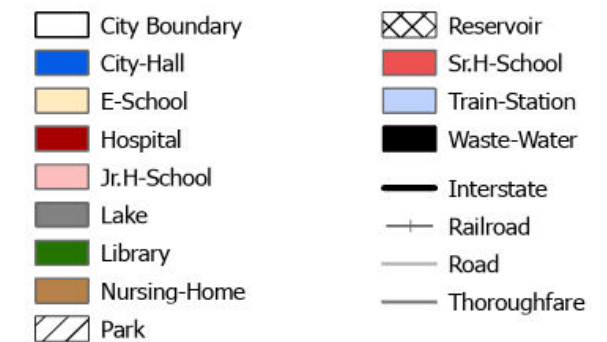
III. CITY PLANNING DISTRICTS



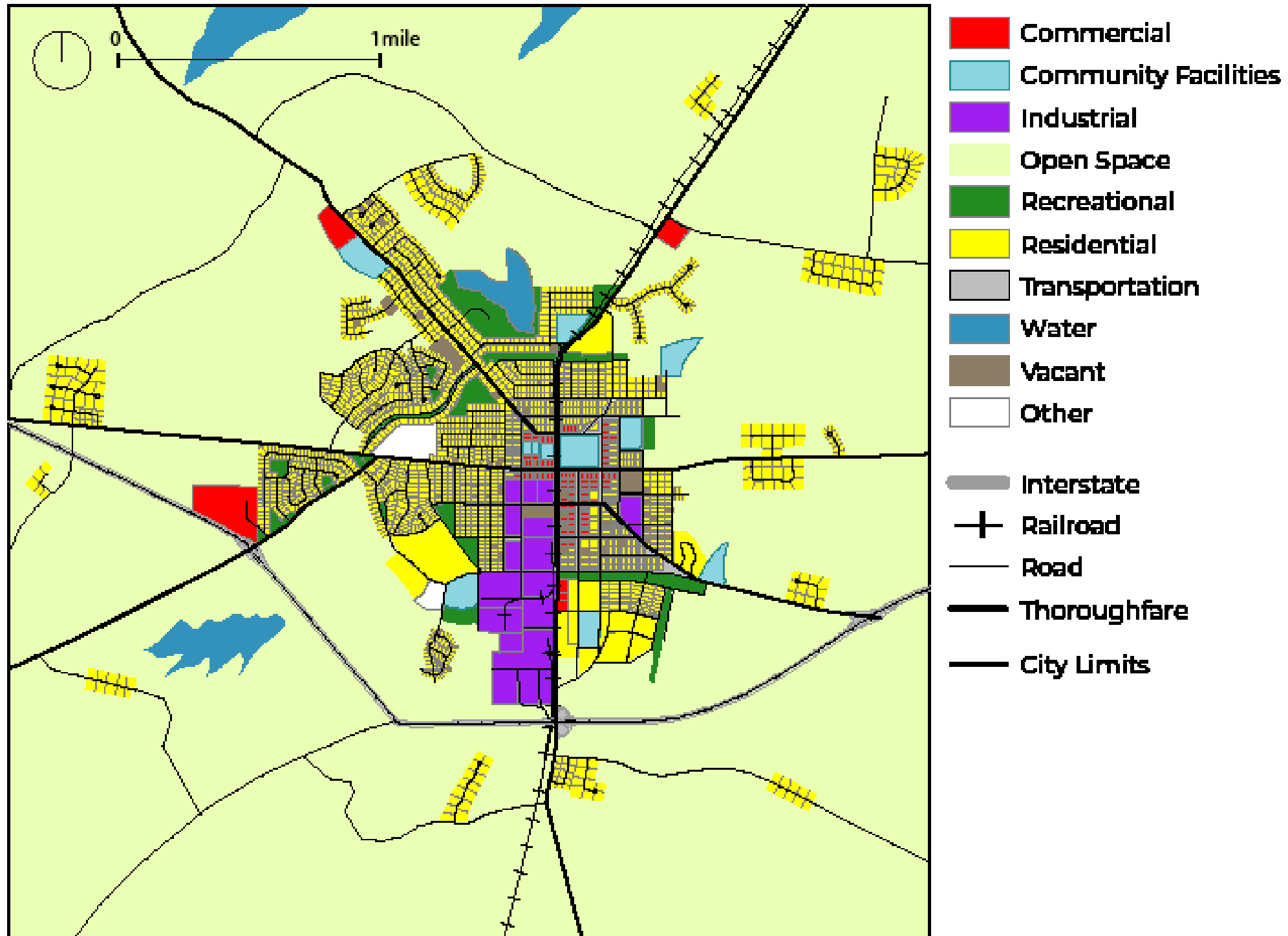
IV. COMMUNITY FACILITIES



Within the planning districts, these are main public services within the city planning districts.



V. ZONING & LAND USE

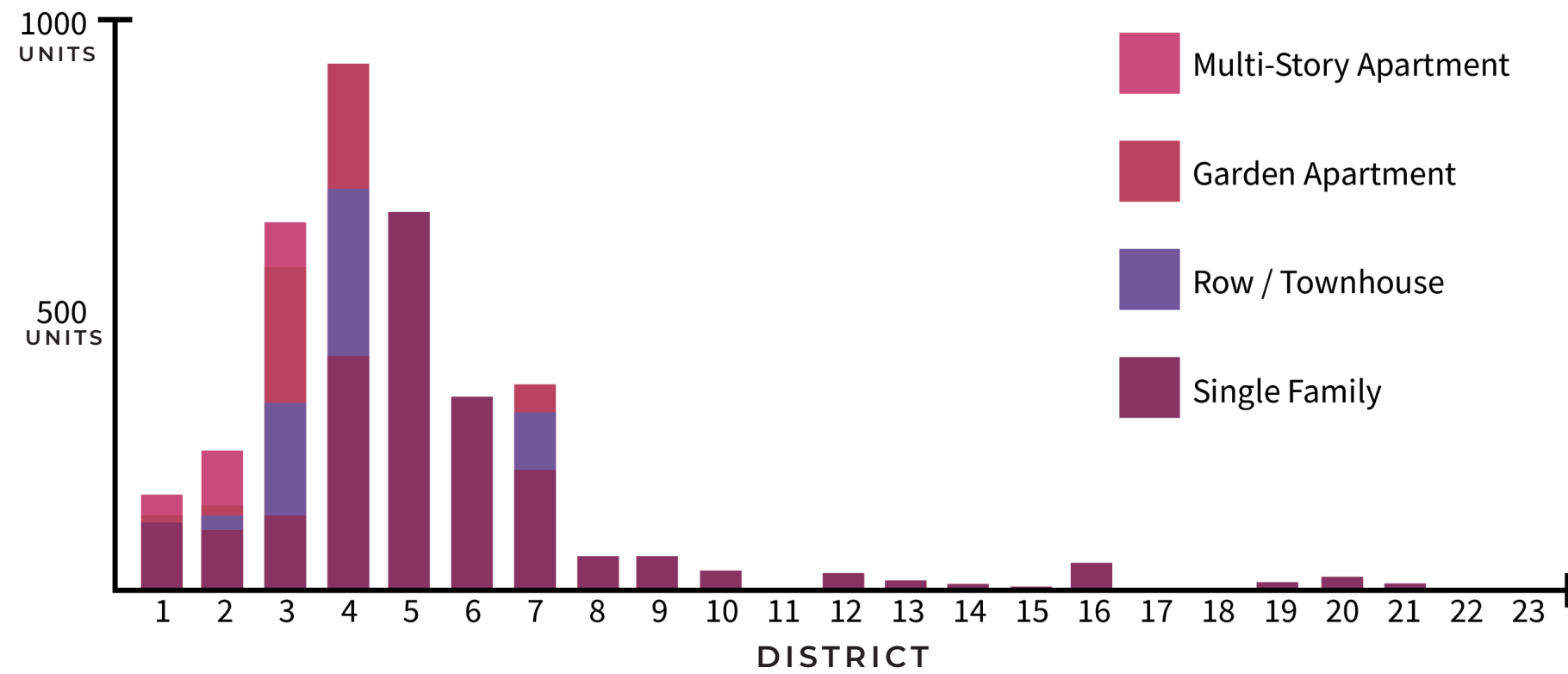


Housing in Passion Valley is predominantly single-family, reflecting its historical development as a low-density, family-oriented settlement tied to agriculture and small-scale industry. Larger lots and detached homes are concentrated in the outer areas of the township, where growth occurred incrementally without strong development

pressure. Closer to the city center, housing becomes more compact, with a mix of smaller-lot single-family homes, row and townhouses, and apartment buildings. This pattern aligns with the location of services, employment, and the historic core around the rail corridor.

Recent trends indicate a gradual shift toward moderate increases in density near the center, driven by smaller households, aging residents, and modest in-migration. However, overall housing production remains limited, and the dominance of single-family typologies continues to shape the city's spatial structure and affordability constraints.

VI. HOUSING TYPOLOGIES



5. ENVIRONMENT & NATURAL RESOURCES

1. WATER & FLOOD PLAINS

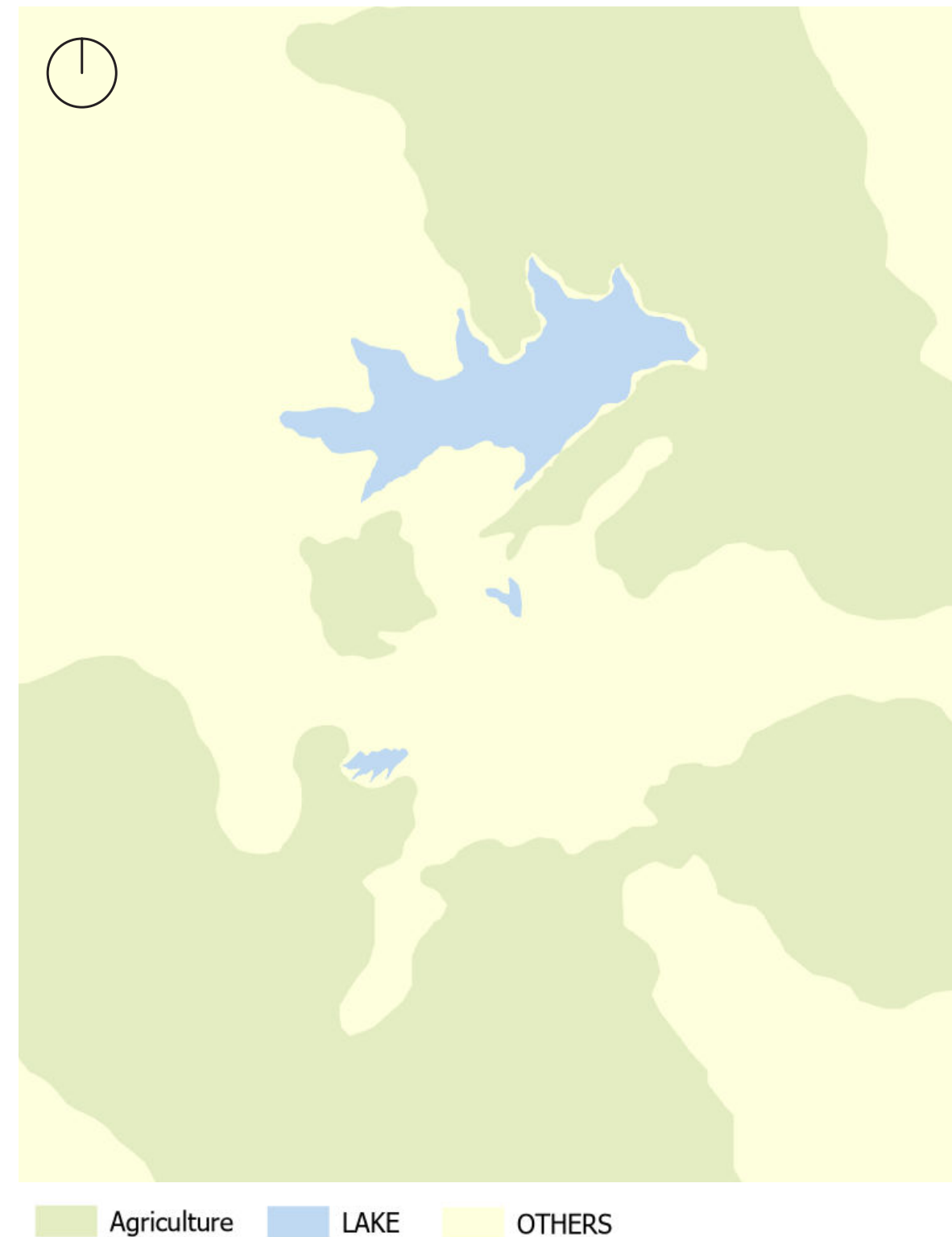
Passion Valley relies on the Oro Reservoir for potable water, supplied by desert streams and limited rainfall. It also supports passion flower cultivation. Development will be steered away from floodplains along streams feeding Lake Morado and Lake Passiflora, focusing instead on suitable land within city boundaries to preserve natural flooding systems.

2. AGRICULTURAL LANDS

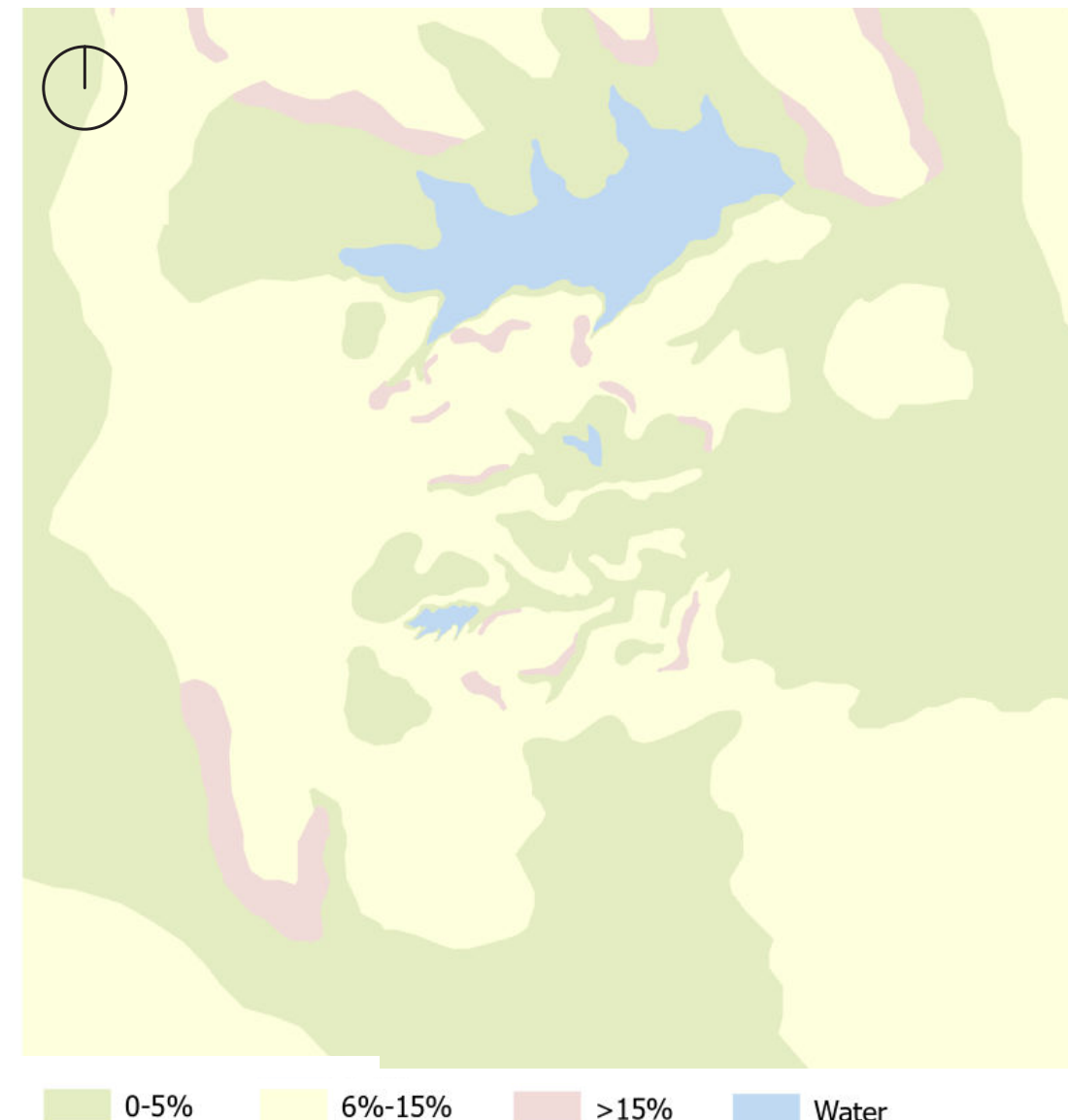
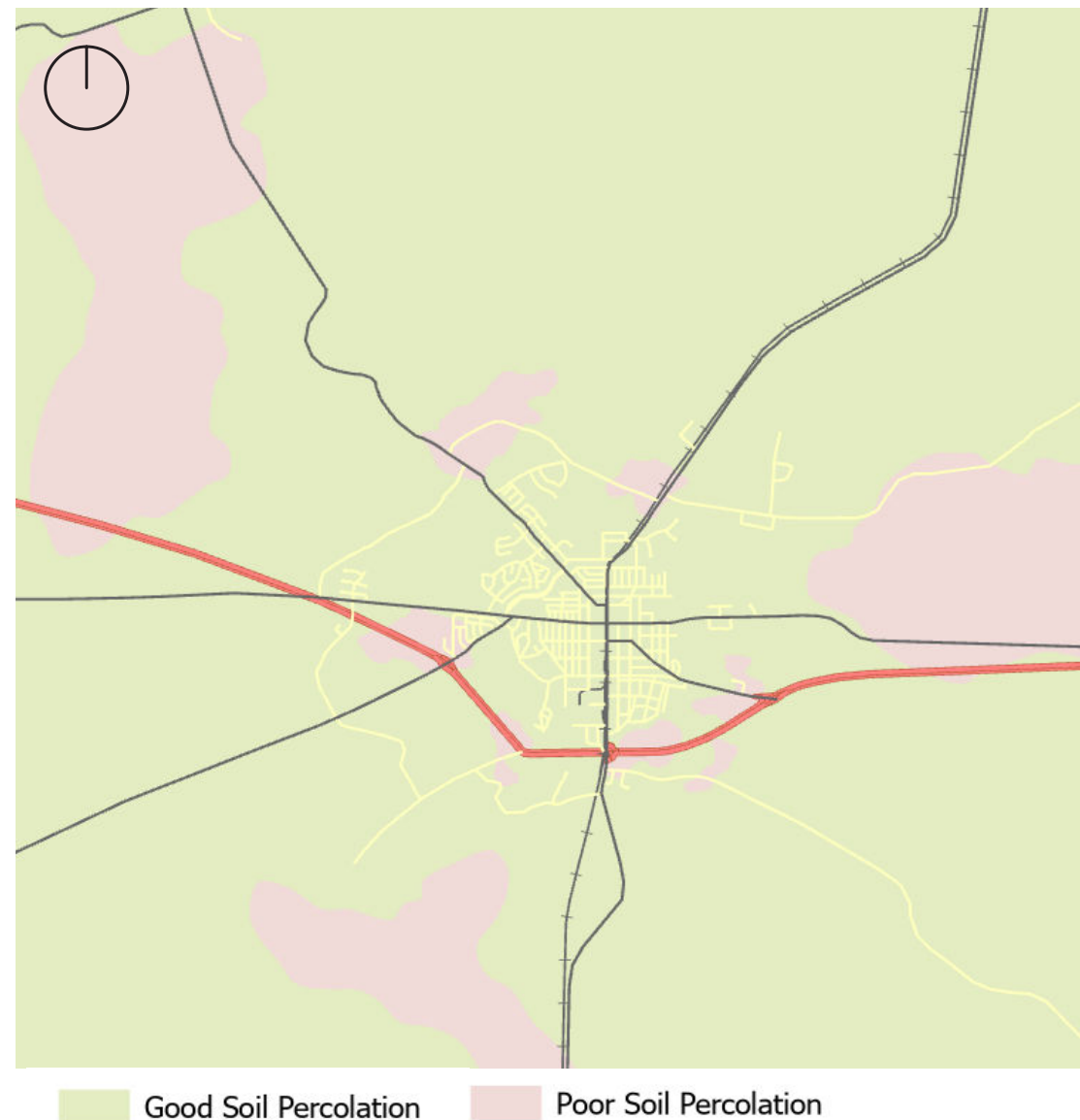
Agricultural land exists both within and outside city boundaries. Historic farmland will be preserved, with most retained outside the city. Farmland within the city will be relocated to the township to accommodate growth while limiting sprawl.

3. SOIL CONDITIONS

A soil analysis identified areas suitable for passion flower cultivation. Areas with poor percolation will be conserved as natural landscape and deferred from development. While most land is suitable for agriculture, farming will follow sustainable practices to maintain soil quality without expanding into wildlands.



5. ENVIRONMENT & NATURAL RESOURCES



4. SLOPES

Most of Passion Valley has slopes of 6–15 percent, creating a distinct hilly landscape. This topography will be preserved and integrated into new development. Sloped terrain will support subterranean uses such as basements and limited underground parking. This approach accommodates necessary parking while reducing surface-level, car-oriented infrastructure.

CHAPTER 2

DIRECTION SETTING FRAMEWORK

CONTENTS

1. Goal 1

2. Goal 2

3. Goal 3

4. Goal 4

5. Goal 5

GOAL 1

ATTRACT A DIVERSE POPULATION OF REMOTE AND HYBRID WORKERS FROM LOS ANGELES AND LAS VEGAS

Position Passion Valley as a competitive alternative to higher-cost metropolitan areas by leveraging regional rail access, lower living costs, and a high-quality small-town environment. Growth in remote and hybrid work presents an opportunity to diversify the local economy while increasing demand for housing and services within the city.

POLICIES:

1. Establish coworking spaces and flexible office hubs within the downtown and TOD district
2. Encourage mixed-use development with residential units above ground-floor commercial in the city center
3. Expand housing supply by increasing residential land capacity at equal or higher densities within serviced areas
4. Maintain housing affordability through increased supply rather than outward expansion
5. Prioritize housing types suited to smaller households and mobile workers (apartments, studios, live-work units)

GOAL 2

CONSERVE AGRICULTURAL LAND AND PROTECT PASSION FLOWER PRODUCTION

Focus growth around the historic rail corridor to create a compact, walkable center that supports housing, employment, and services.

POLICIES:

1. Designate agricultural preservation zones for passion flower cultivation and restrict conversion to non-agricultural uses.
2. Adopt sustainable pesticide and water-use regulations to reduce environmental impacts and protect soil health.
3. Create a protected historic cultivation district recognizing early passion flower harvesting sites as cultural landscapes.
4. Support local producers through zoning allowances for small-scale processing, agritourism, and direct-to-market sales.

GOAL 3

ESTABLISH A TRANSIT-ORIENTED DEVELOPMENT (TOD) CORE

Focus growth around the historic rail corridor to create a compact, walkable center that supports housing, employment, and services.

POLICIES:

1. Eliminate minimum parking requirements within designated TOD zones and replace with maximums where appropriate.
2. Rehabilitate and modernize the existing train station as a multimodal hub integrating regional rail, local transit, and pedestrian access.
3. Upzone areas within a defined radius of the station to allow mid-density residential and mixed-use development.
4. Prioritize infill development on underutilized parcels within the core before permitting outward expansion.
5. Implement complete streets standards to improve walkability, bike access, and transit connectivity.

GOAL 4

STRENGTHEN TOURISM AND CULTURAL IDENTITY

Leverage the Blossom Festival and local production to build a stable, year-round tourism economy.

POLICIES:

1. Establish a tourism and marketing committee to coordinate branding, events, and regional partnerships.
2. Designate a tourism development district offering targeted tax incentives for hospitality, lodging, and related services.
3. Enhance public spaces and streetscapes in the town center to support festivals and pedestrian activity.
4. Expand programming associated with the Blossom Festival to extend visitation beyond peak periods.
5. Encourage adaptive reuse of historic structures for cultural, commercial, and visitor-serving uses.

GOAL 5

STRENGTHEN MUNICIPAL SERVICES AND INFRASTRUCTURE CAPACITY

Align infrastructure investment with projected growth and service needs.

POLICIES:

1. Develop a phased growth management plan linking new development approvals to infrastructure capacity.
2. Plan and site new educational facilities, including K–8 and 9–12 schools, in coordination with population growth patterns.
3. Expand and upgrade wastewater and sewage systems to support infill and higher-density development.
4. Invest in parks, open space, and recreational facilities to maintain quality of life as population increases.
5. Prioritize infrastructure improvements within existing service areas before extending services outward.

CHAPTER 3

LAND SUITABILITY ANALYSIS

CONTENTS

1. Methodology

2. Criteria

3. Land Suitability Map

1. METHODOLOGY

A weighted land suitability analysis was conducted in ArcGIS Pro to identify areas most appropriate for development based on multiple environmental and infrastructural criteria. First, relevant spatial datasets, including slope, soils, flood zones, land cover, and proximity buffers to infrastructure such as highways, sewer systems, and water, were compiled and integrated into a single composite polygon layer (“landclass”) representing the study area. Each variable was then reclassified into suitability categories and assigned a standardized weight based on its relative importance to development (e.g., flat slopes received higher values than steep slopes, and proximity to infrastructure increased suitability). Using the Select By Attributes tool, features within each category were isolated, and the Field Calculator was used to assign corresponding weight values to new attribute fields for each variable. Once all criteria were weighted, a cumulative suitability score was calculated by summing the individual weights for each polygon. The resulting composite scores were then classified into suitability ranges and visualized to produce a final land suitability map, highlighting areas most and least appropriate for development.



FIGURE 6

2. CRITERIA

1. SLOPE:

0-5% (1.00)
5-15% (0.70)
>15% (0.30)
Water (0.00)

2. SOIL

Good (1.00)
Poor (0.30)

3. WATER BUFFER

>1320 ft (1.00)
500-1320ft (0.50)
0-500 ft (0.25)

4. SEWER BUFFER

0-500 ft (1.00)
500-2640 ft (0.80)
0.5-1 mile (0.60)
1-2 miles (0.40)
2-3 miles (0.20)
>3 miles (0.10)

5. FLOOD

Flood Plain (0.00)
Lake (0.00)
Other (1.00)
Reservoir (0.00)

6. AGRICULTURE

Agriculture (0.00)
Lake (0.00)
Others (1.00)
Reservoir (0.00)

7. CBD BUFFER

7-7.5 miles (0.00)
6.5-7 miles (0.00)
6-6.5 miles (0.00)
5.5-6 miles (0.00)
5-5.5 miles (0.00)
4.5-5 miles (0.10)
4-4.5 miles (0.20)
3.5-4 miles (0.30)
3-3.5 miles (0.40)
2.5-3 miles (0.50)

2-2.5 miles (0.60)
1.5-2 miles (0.70)
1-1.5 miles (0.80)
0.5-1 miles (0.90)
<0.5 miles (1.00)

8. COMMUNITY BUFFER

0-2640 ft (1.00)
0.5-1 mile (0.80)
1-2 miles (0.60)
2-3 miles (0.40)
3-4 miles (0.20)
>4 miles (0.00)

9. FOREST

Other (1.00)
Upland-Hardwood (0.00)
Lowland-Hardwood (0.00)
Pines (0.00)

10. HIGHWAY BUFFER

<0.5 mile (0.20)
0.5-1 mile (1.00)
1-1.5 miles (0.80)
1.5-2 miles (0.60)
2-2.5 miles (0.40)
>2.5 miles (0.00)

11. DEVELOPMENT

Developed (0.00)
Undeveloped (1.00)
Water (0.00)

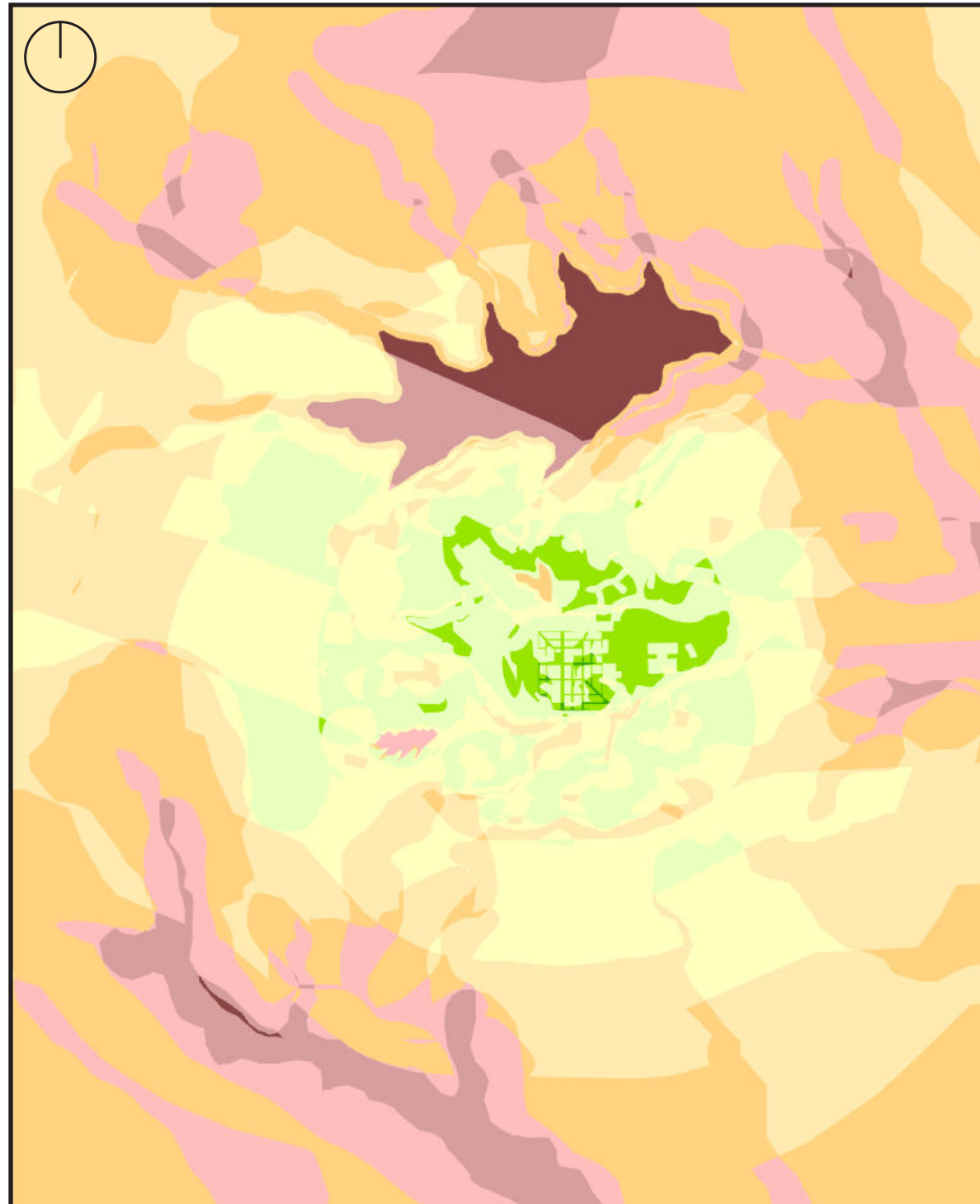


FIGURE 7

3. LAND SUITABILITY

The largest share of suitable land is located within Passion Valley city limits, and future development will prioritize these areas.

The land suitability analysis classified natural open spaces and existing agricultural land as less suitable to preserve ecological and productive landscapes.



CHAPTER 4

AREAWIDE LANDUSE PLAN

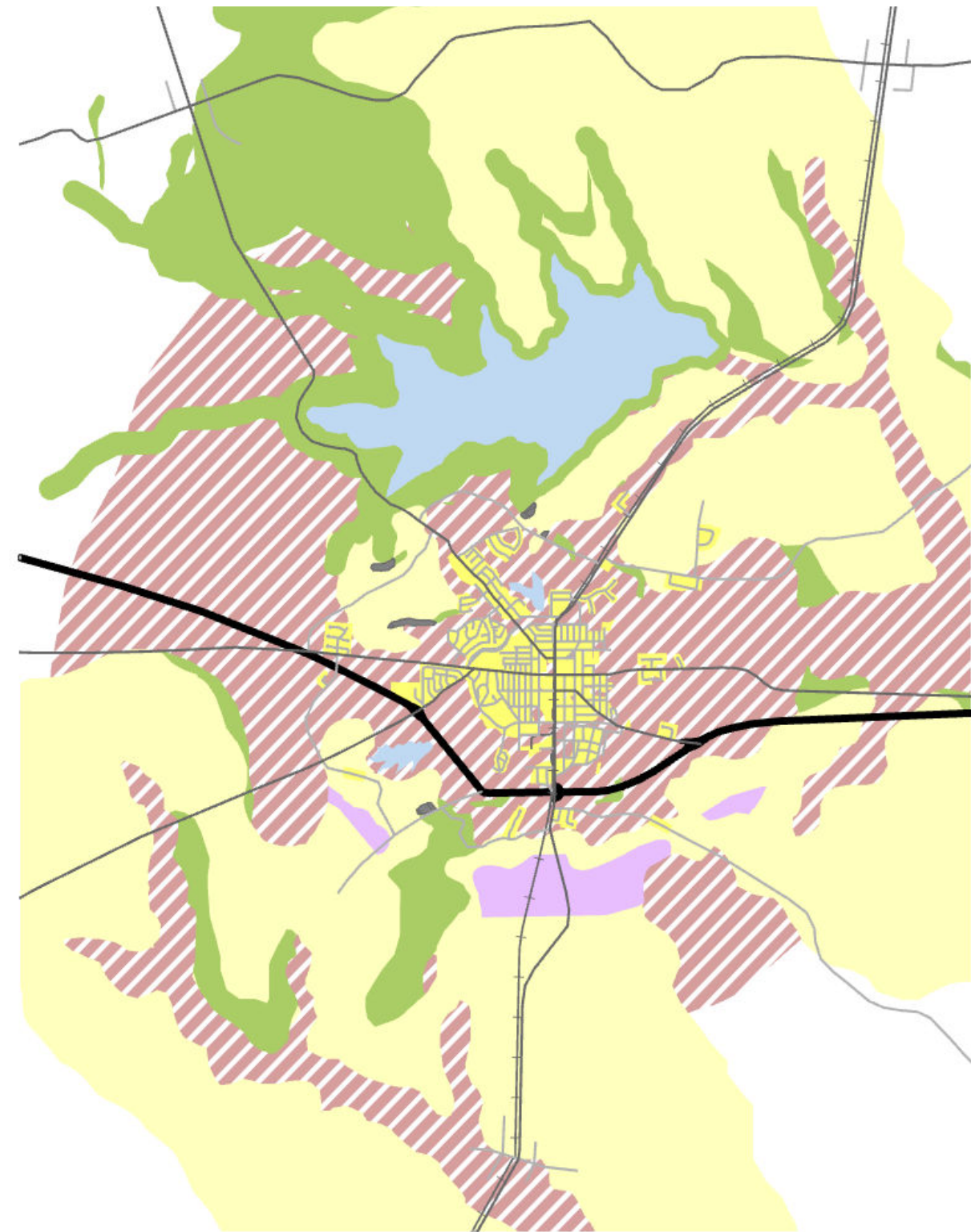
CONTENTS

1. Business as Usual
2. Area-wide Land Use Plan
3. Land Policy Classification

1. BUSINESS AS USUAL

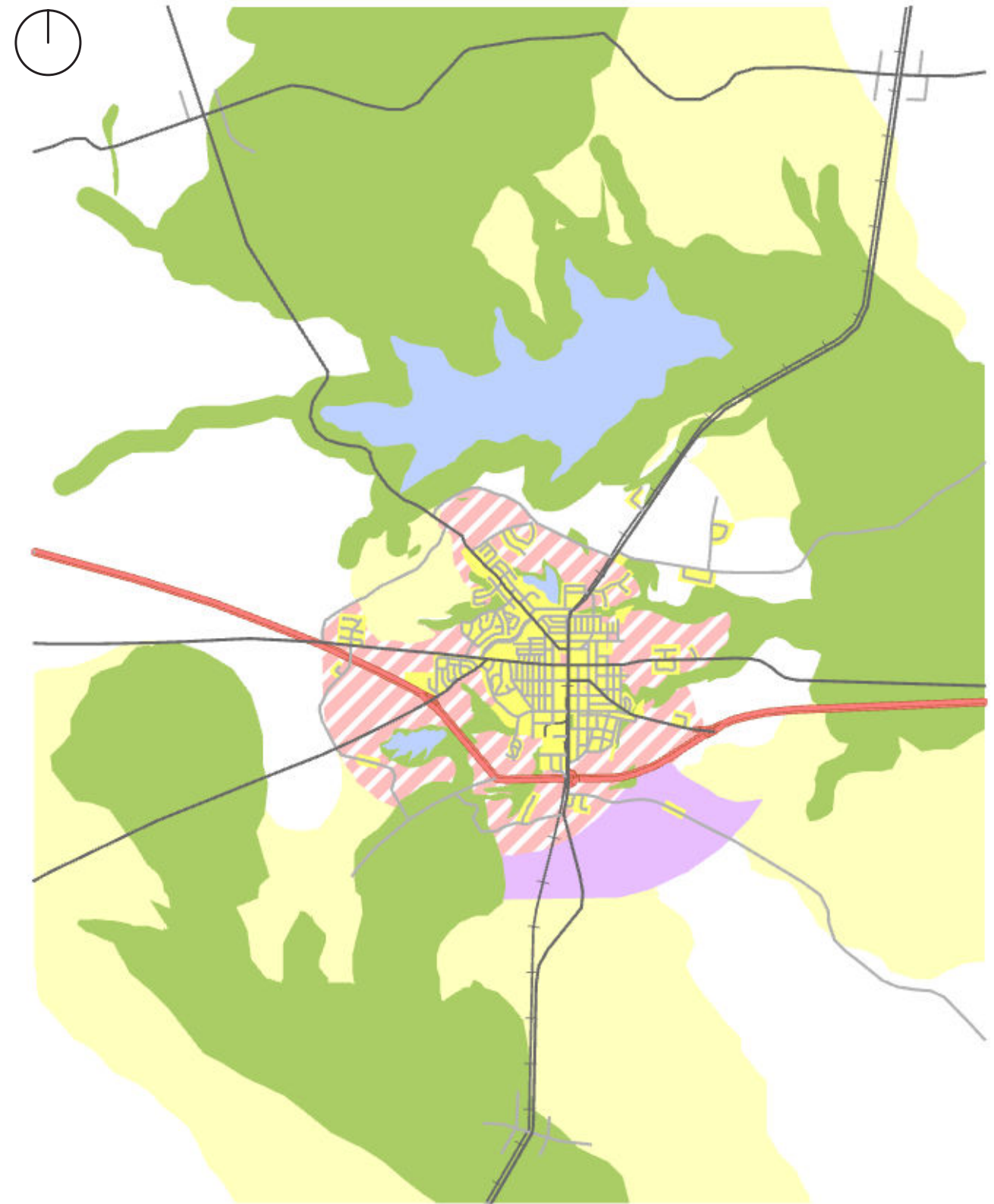
A business-as-usual growth pattern would continue outward expansion at low densities, consuming agricultural land and natural areas. This form of development increases infrastructure costs, extends service networks inefficiently, and reinforces car dependence. Over time, it undermines environmental systems, reduces land available for local production, and weakens the long-term fiscal and ecological sustainability of the city.

LAND CLASSIFICATION	ACRES	% OF LAND
Agriculture	22,108.13	43.40%
Conservation	7,224.4	14.15%
Passion Flower Fields	521.56	1.02%
Rural	7,406.95	14.51%
Urban Conservation	30.74	0.06%
Urban Developed	1,088.26	2.13%
Urban Transition	11,025.6	21.60%
Water	1,647.3	3.23%
Total	51,052.94	100%



2. AREA WIDE LAND POLICY

Passion Valley prides itself on climate consciousness which is why we will be practicing urban containment. There will be no transportation changes other than the reactivation of the Los a Las train line. The existing, historic train station will be renovated and brought to its former glory with necessary modern improvements. Roads are expected to remain the same width and not accommodate for more traffic as we do not plan to accommodate for an increase in cars. New residents will be less car owning individuals moving into our increased percentage of housing in mixed-use buildings and overall denser housing typology.



3. LAND POLICY CLASSIFICATION



FIGURE 8

LAND CLASS	PURPOSES	CHARACTERISTICS	RESIDENTIAL POPULATION DENSITY	GENERAL POLICY	ACRES	% TOTAL ACRES
URBAN DEVELOPED	Existing urban landscape that is built up and currently provides space for retail and housing, mostly consisting in the downtown area. Additionally, this comprises housing in single family homes and all other public and private facilities within the township and city.	This includes all currently developed urban infrastructure that is at adequate usage, this includes schools, housing, community centers, retail spaces, restaurants, and municipal buildings, parks, and greenspaces.	Existing moderate to high density	Maintenance of public spaces and standard protocol for existing infrastructure.	1271.49	2.49%

LAND CLASS	PURPOSES	CHARACTERISTICS	RESIDENTIAL POPULATION DENSITY	GENERAL POLICY	ACRES	% TOTAL ACRES
URBAN TRANSITION	Land within the Passion Valley city borders that is developable based on distance from floodplains, distance to current urban infrastructure, and the absence of an abundant natural ecosystem.	Urban land ready for development but not yet equipped with standard urban services. Land needed to accommodate projected population growth over the next ten years. Land that can be readily serviced with typical urban infrastructure. Land generally free of significant physical constraints to development	Moderate Density	Promotion of development here will be necessary even though it may seemingly reduce the natural landscape. It is crucial to	2133.22	4.18%
CONSERVATION	Attempt to sustain the natural ecosystem of lands with sensitive, flourishing natural flora and fauna. Provides a scenic landscape adding to the natural beauty of Passion Valley while also providing light footprint recreation like hiking.	Lands that exist in natural floodplains or those accustomed to the floodplains off of the Oro Reservation. Land that is not yet developed for agriculture and with no plans of being developed for urban growth.	Very restrictive, little to no development	Very strict development regulations will be put in place with almost no consideration for future development. Involvement will only take place in efforts to conserve the landscape.	18936.33	37.09

LAND CLASS	PURPOSES	CHARACTERISTICS	RESIDENTIAL POPULATION DENSITY	GENERAL POLICY	ACRES	% TOTAL ACRES
PASSION FIELD CONSERVATION	Historic Passion Flower fields that use traditional cultivation practices for tours, school field trips, and agricultural research. Passion flower cultivation exists here but on a smaller, less automated scale.	Picturesque farmsteads that have historically supplied the region with Passion Flowers. Seasoned farming families and their homes which have been passed down for generations. A historic distillery is also available for visitors to experience.	Moderate to Low Density	Current practices will remain along with additional support and notice given to families living with newly classified historic passion fields.	815.86	1.6%
AGRICULTURAL	The bulk of the passion flower production occurs here. Industrial, machine-powered farming occurs to sufficiently supply passion flowers for beer production.	Agricultural lands set out for larger scale passion flower production. Consisting of single family homes, fields of flowers, garages and cellars to house machines and equipment and distilleries for passion beer brewing.	Moderate to Low Density	Agricultural production will have an emphasis on cleaner pesticide practices in order to maintain the soil quality and usage without having to expand agricultural lands. Farmland may be increases if need for an expected increase in tourism and product sales.	12208.92	23.91%
RURAL	Preexisting land that contains a sparser collection of single family homes. Most of this land is farmland or homes that were built before existing regulations.	Single family homes on larger lots further away from the central, Passion Valley city infrastructure. Single family homes that exist without owning extensive farmland.	Moderate to low density	Rural clustering practices equip the residents with proper support (fire department, and rescue squad.) Septic tank regulations are in place.	14039.31	27.5%

CHAPTER 5

COMMUNITY LAND USE DESIGN

CONTENTS

1. Process

2. Land Use Design Map

3. Table of Uses

1. PROCESS

DENSITY

The proposed development area includes approximately 747.82 acres designated for future housing. Based on an average household size of 2.9 persons, accommodating 11,000 new residents would require approximately 3,793 dwelling units. This results in a gross residential density of approximately 5.1 dwelling units per acre.

Accounting for land dedicated to infrastructure such as streets, utilities, and public space, the net developable residential area is reduced, resulting in an estimated net density of 6.3 dwelling units per acre. Overall neighborhood density is projected at approximately 5.1 dwelling units per acre.

COMMERCIAL

The city currently contains approximately 71.16 acres of commercial land, totaling about 910,000 square feet of retail and commercial floor area, or roughly 12,787 square feet per acre. Applying this ratio to the proposed 157.46 acres of future commercial land results in an estimated capacity of approximately 2 million square feet.

With the population projected to grow from 11,000 to 22,000 residents, commercial demand is expected to double to approximately 1.82 million square feet, indicating that the proposed commercial land supply can accommodate future demand.

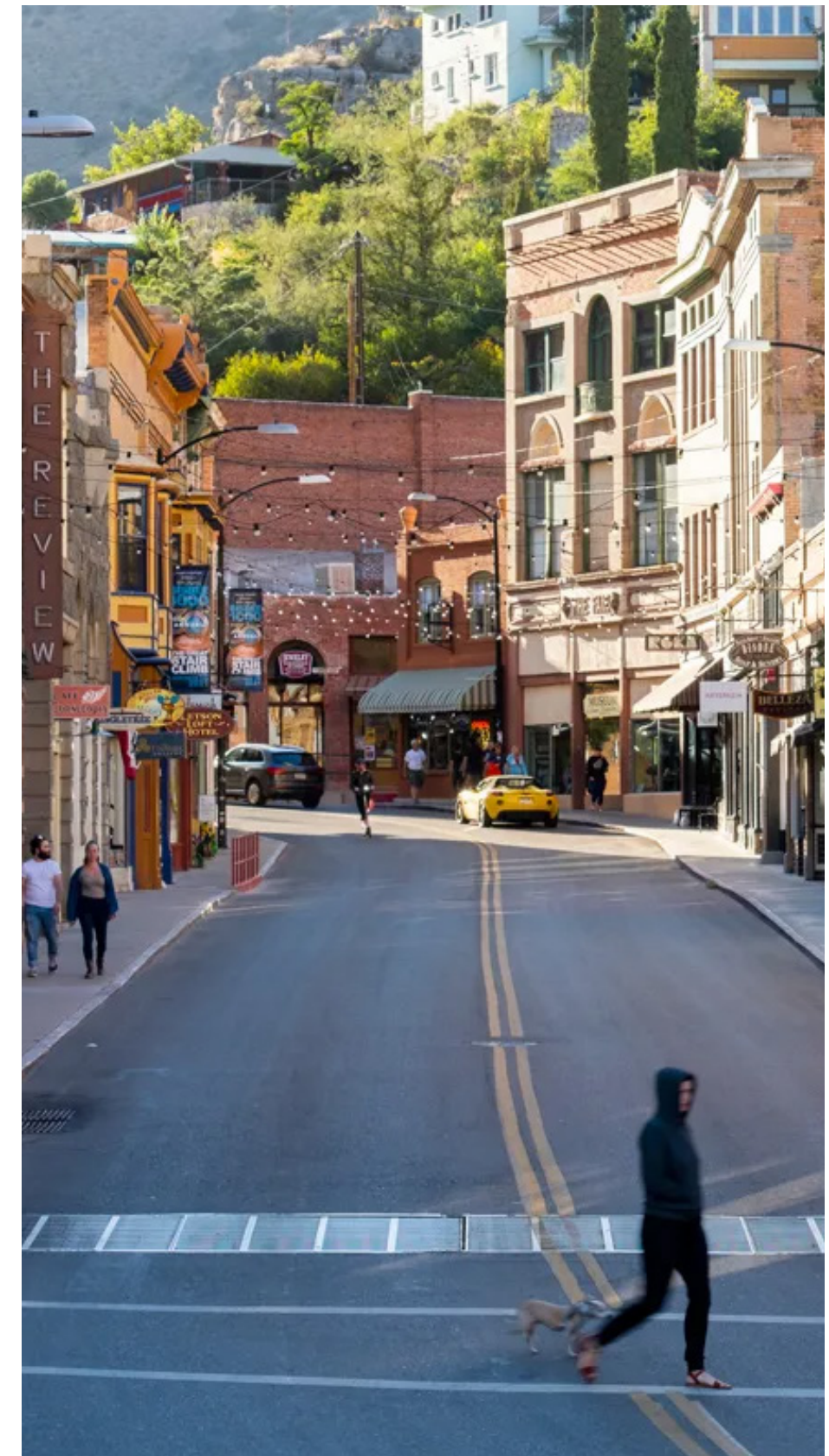


FIGURE 9

EMPLOYMENT

Using an employment density of 20 employees per acre, the projected 5,540 future jobs generate demand for approximately 277 acres of employment land. Current plans fall short by approximately 84.92 acres. However, the city's strategy to attract remote and hybrid workers reduces the need for additional employment acreage, as many residents will work from home or commute externally.

RESIDENTIAL

A projected population of 22,000 residents and an average household size of 2.9 results in approximately 7,586 households. Accounting for a 5.4 percent vacancy rate increases total housing demand to roughly 7,996 units. Using an average future residential density of 5.4 dwelling units per acre, total residential land demand is estimated at approximately 1,481 acres.

COMMUNITY FACILITIES

Projected demand for community facilities results in a minor land deficit of approximately 2.08 acres.

RECREATION

The city currently provides approximately 1 acre of recreational land per 97.8 residents. Future demand is estimated at approximately 225 acres. Current plans result in a deficit of approximately 152.44 acres, indicating the need to expand parkland access.

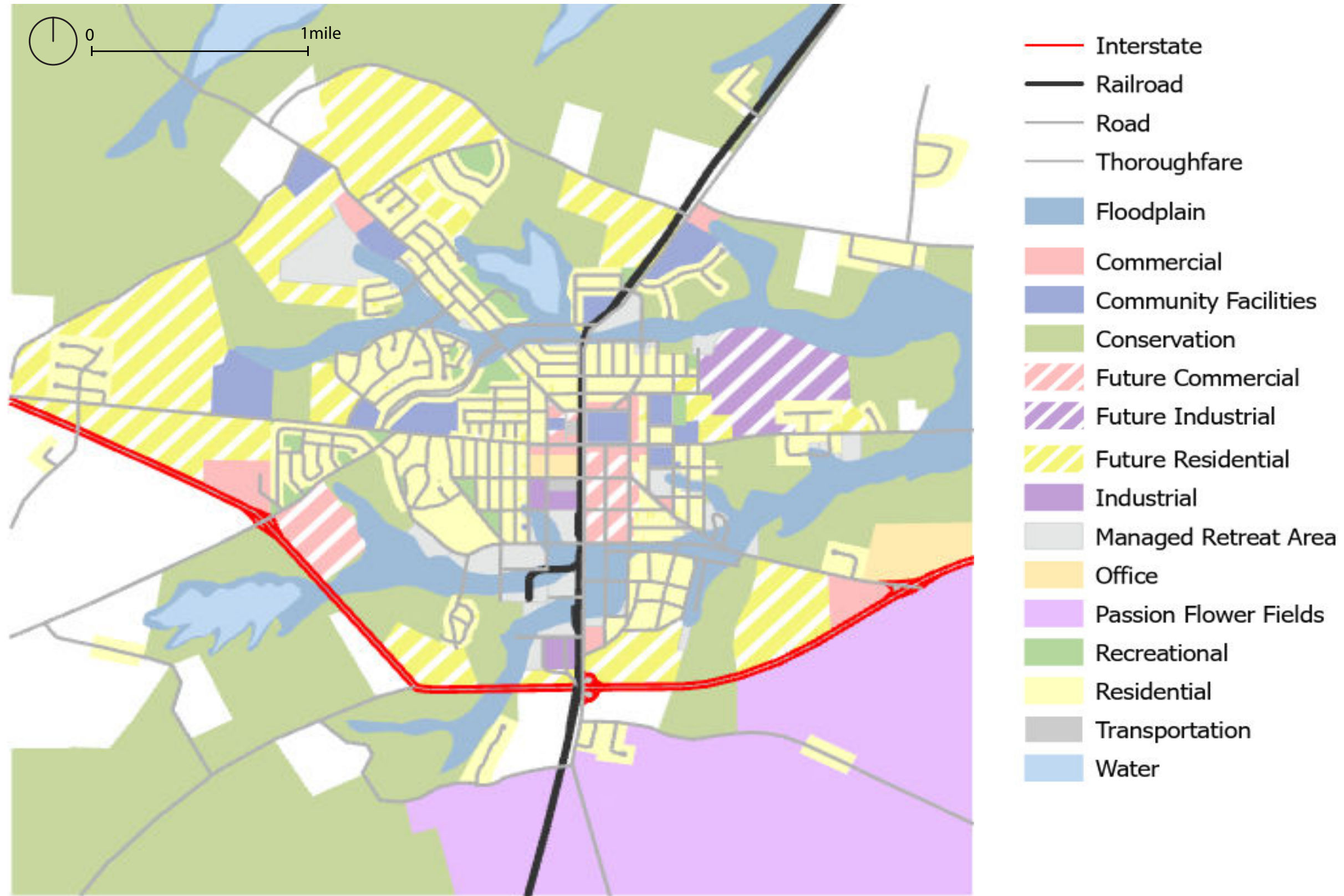


FIGURE 10: COWORKING SPACE



FIGURE 11: NEW STATION PROPOSAL

2. LAND USE DESIGN



3. TABLE OF USES

LAND USE TYPE	ACRES	% OF TOTAL LAND
Commercial	75.63	0.97%
Community Facilities	130.695	1.67%
Conservation	2,987.401	38.26%
Future Commercial	81.829	1.05%
Future Industrial	113.366	1.45%
Future Residential	747.82	9.58%
Industrial	21.421	0.27%
Managed Retreat	337.628	4.32%
Office	57.296	0.73%
Open Space	1,187.917	15.21%
Passion Flower Fields	949.281	12.16%
Recreational	72.51	0.93%
Residential	792.546	10.15%
Transportation	127.396	1.63%
Water	125.717	1.61%
Total	7,808.453	100%

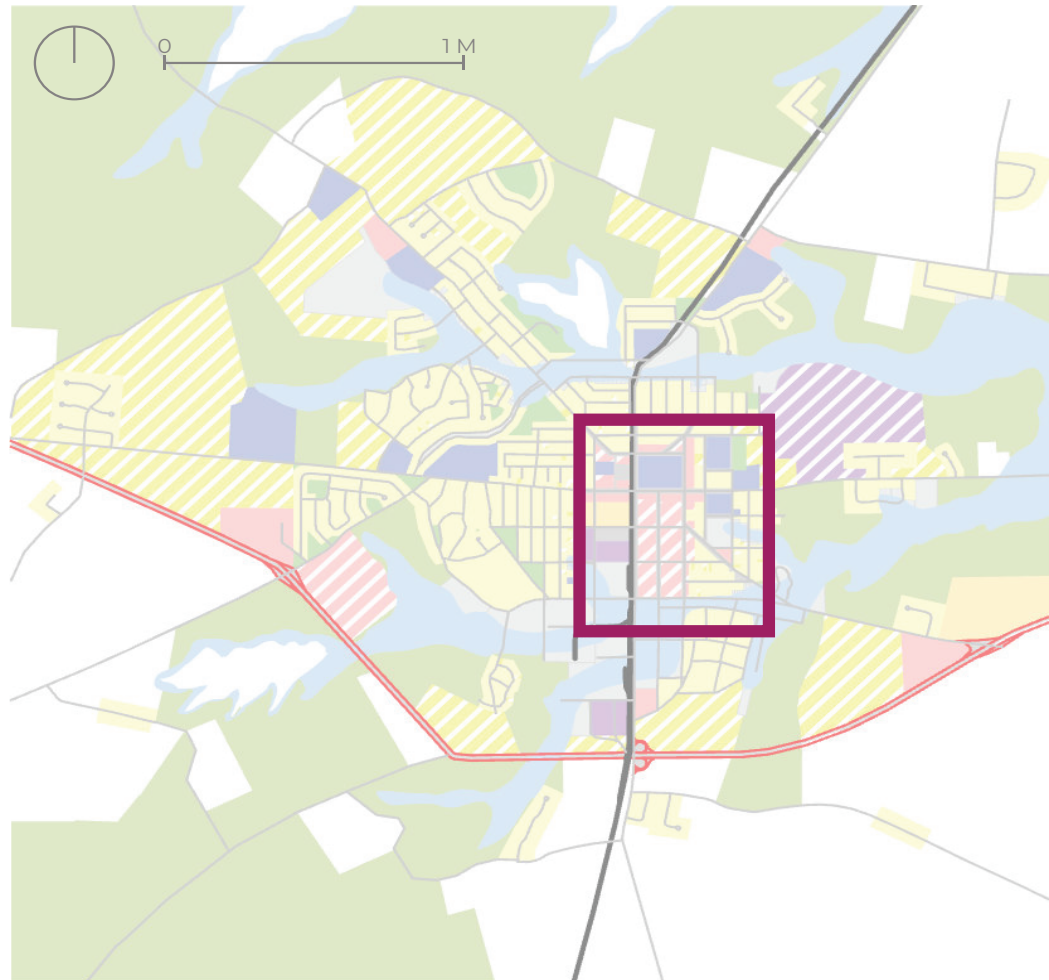
CHAPTER 6

SMALL AREA DESIGN

CONTENTS

1. Introduction & Process
2. Small Area Map
3. Complete Streets Design

1. INTRODUCTION



The small area plan builds on the existing conditions analysis and direction-setting framework to guide future growth within the Passion Valley core. The plan focuses on creating a compact, walkable, and transit-oriented district that supports economic diversification, tourism, and sustainable growth while preserving the city's identity and environmental systems.

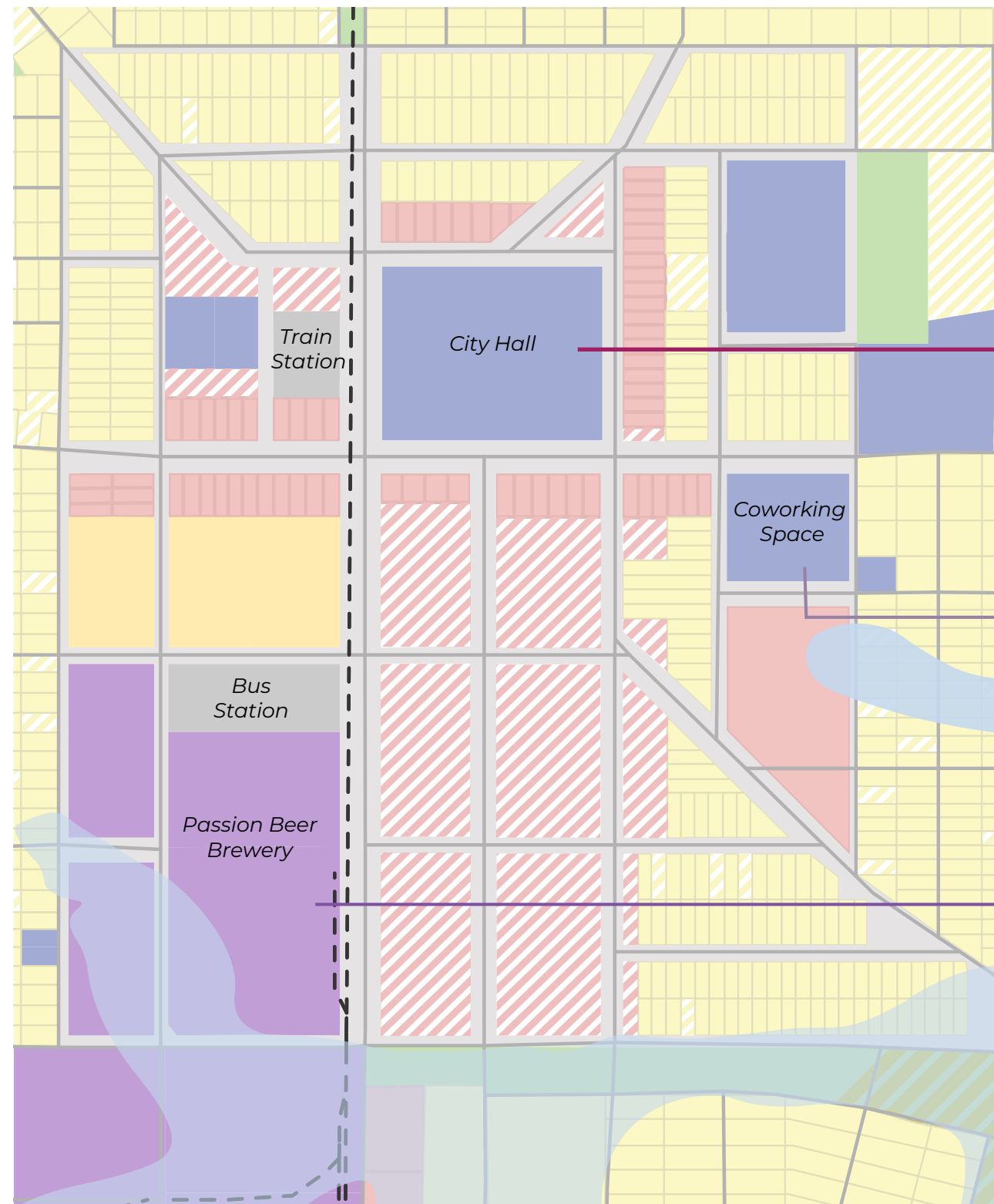
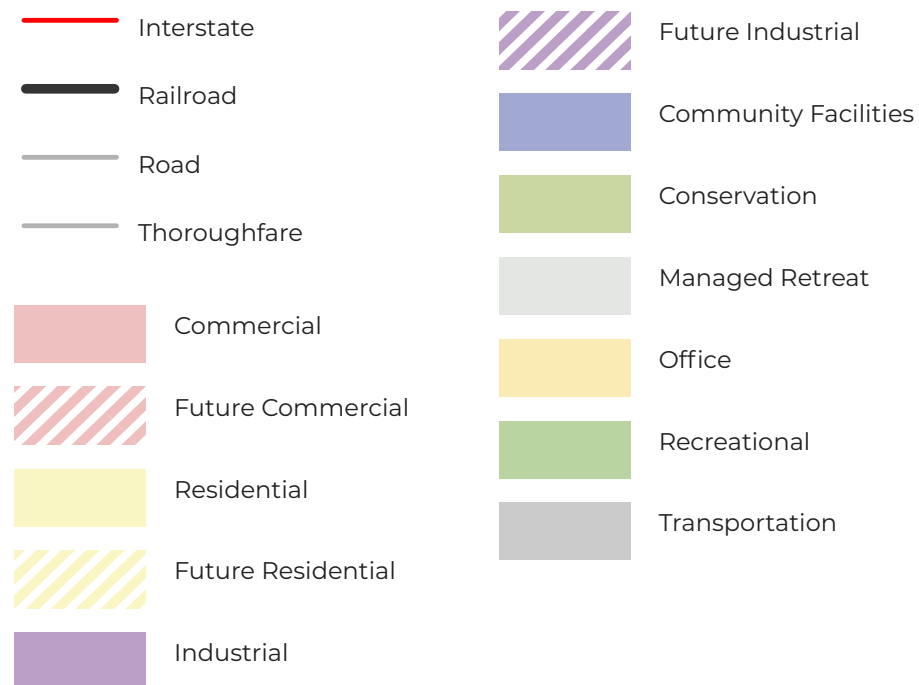
The land use concept concentrates new commercial and mixed-use development within the existing central business district, particularly around the train station and City Hall. This strategy reinforces the city's transit-oriented development goals by clustering activity, housing, and employment near

regional transit access. A dedicated coworking space is introduced to support the attraction of remote and hybrid workers, while the historic passion beer brewery is preserved as both an active industrial use and a tourism anchor tied to the city's cultural identity. A mixed-use overlay district encourages ground-floor commercial uses with residential units above, increasing density, walkability, and activity within the core.

The plan also establishes a transportation and complete streets framework centered on multimodal mobility. Major corridors are redesigned to include dedicated bike lanes and bus routes, while smaller streets incorporate shared bicycle access and traffic calming measures. These improvements support reduced car dependence and provide mobility options for new residents, commuters, and visitors.

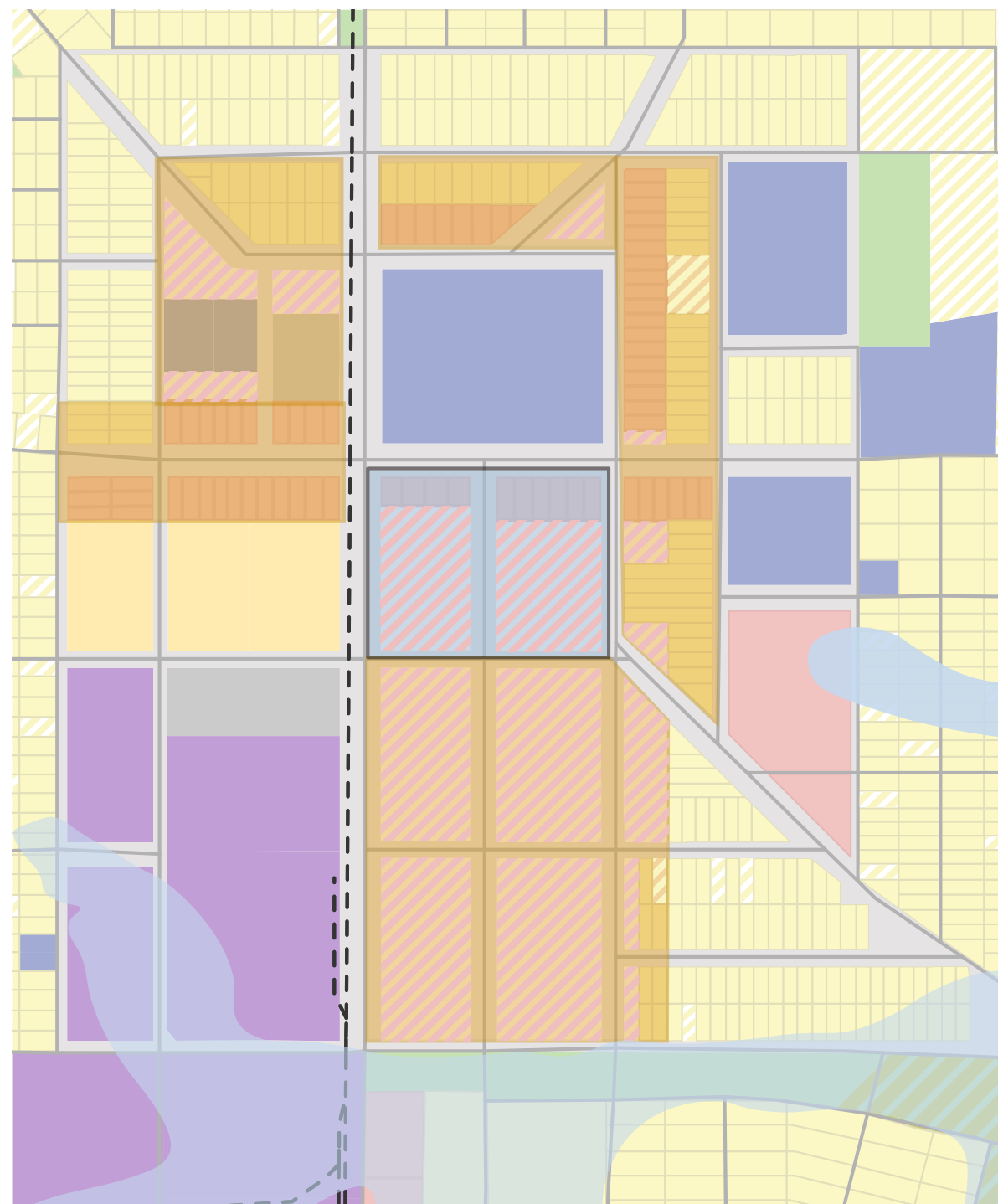
2. SMALL AREA PLAN

Urban design improvements focus on enhancing the public realm through street trees, landscaped medians, and pedestrian-oriented streetscapes. Greening strategies improve comfort and aesthetics while medians and narrowed travel lanes help reduce vehicle speeds within the district.



GOALS:

- 1 REMOTE WORKERS**
- 3 T.O.D.**
- 4 TOURISM**



Tourism District
 Mixed Use Overlay District
 Flood Plain



FIGURE 12: Mixed Uses on Valley Rd

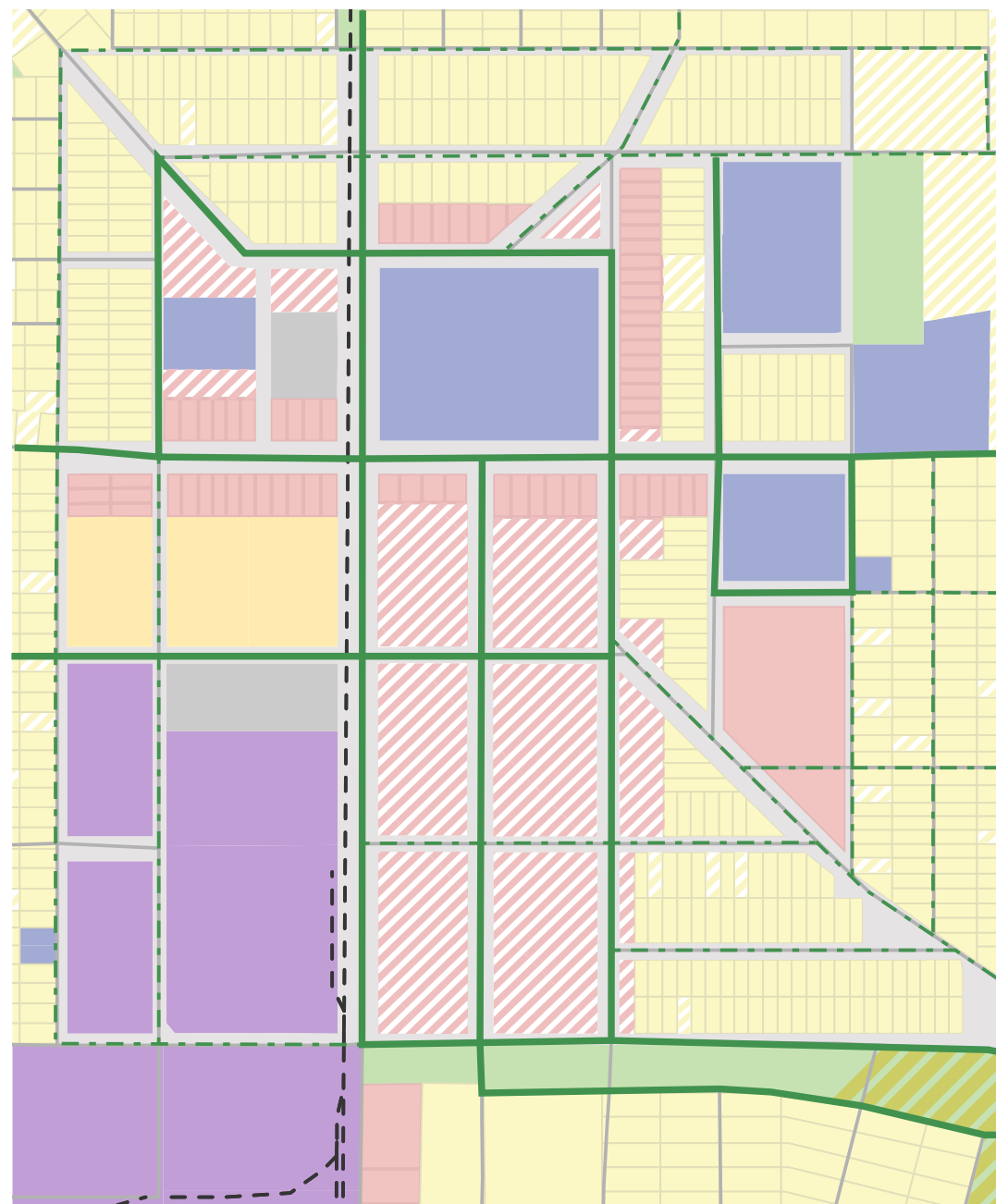


FIGURE 13: Storefront on Vine St

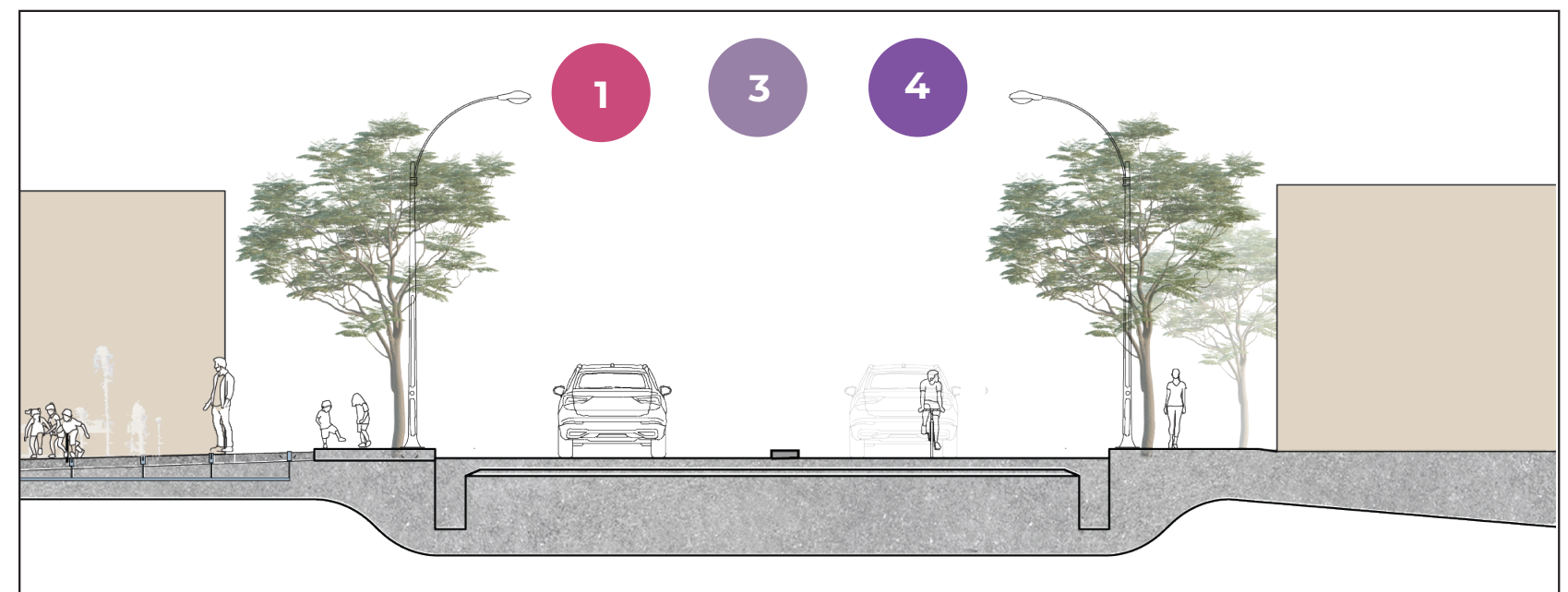
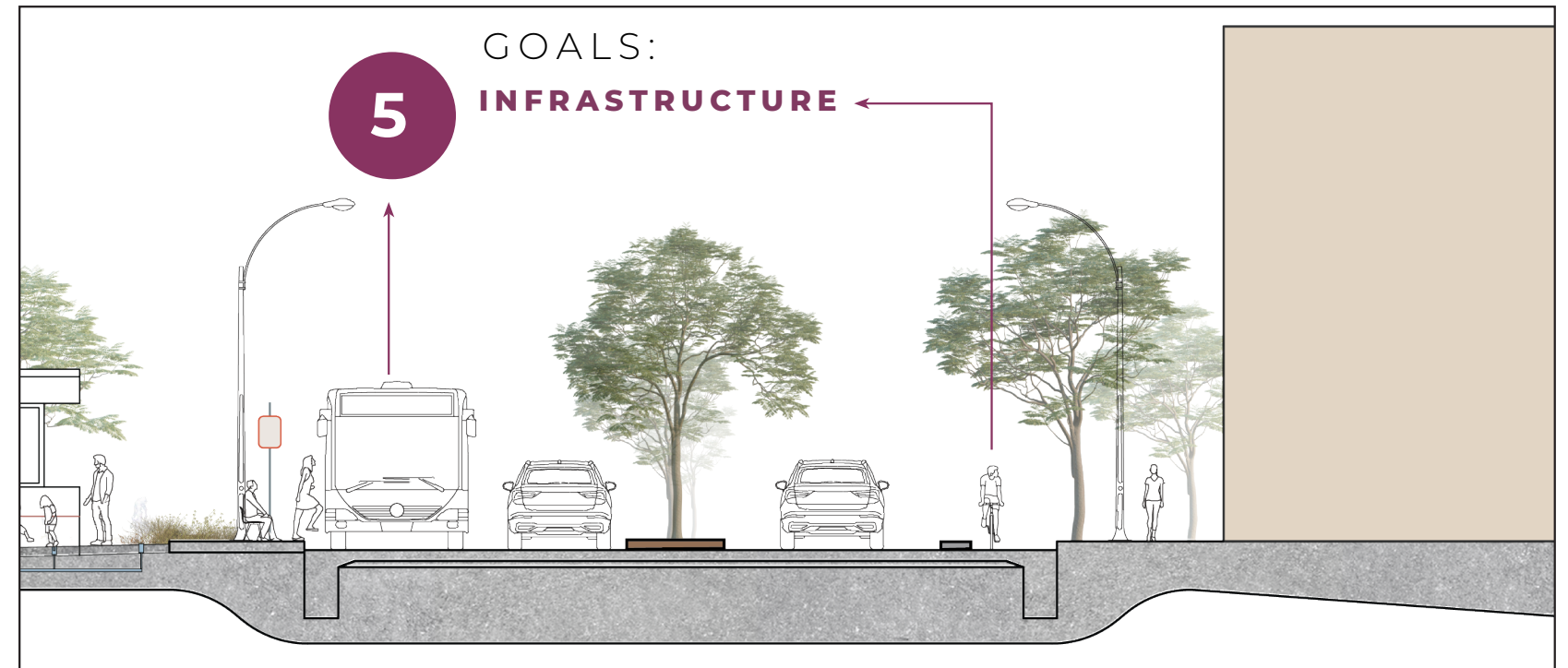


FIGURE 14: Blossom Avenue in the Tourism District

3. COMPLETE STREETS



— Designated Bike Lanes - - - Bike Lane Shared with Automobiles



CHAPTER 7

DEVELOPMENT MANAGEMENT PLAN

CONTENTS

1. Introduction
2. Equity as Our Core Value
3. Current Assessment
4. Goals & Legislative Intent
5. Program of Actions
6. Official Maps
7. Implementation Schedule and Task
Distribution
8. Outline of Relevant External Measures

1. INTRODUCTION

Passion Valley stands at a defining moment. The reactivation of the Los-a-Las high-speed rail line connecting our village to Los Angeles and Las Vegas in roughly an hour each will bring new residents, visitors, and economic activity to a community that has grown gradually and deliberately since its founding in 1858. The 2025 Comprehensive Plan charts a direction for absorbing that growth in a way that reinforces, rather than erodes, what makes Passion Valley worth living in: its walkable downtown, its agricultural heritage, its Blossom Festival, and the natural landscape that frames it all.

This Development Management Plan (DMP) is the implementation arm of that Comprehensive Plan. Where the Comprehensive Plan establishes vision and land policy, this DMP specifies the regulatory, fiscal, organizational, and infrastructural tools that will translate that vision into actual development patterns on the ground. It identifies what will be done, where, when, by whom, and with what funding. It is intended to be a working document, reviewed and updated on a shorter cycle than the Comprehensive Plan itself, so that it can respond to changing conditions without requiring a wholesale revision of long-range policy.

The Plan is organized into five sections: a Current System Assessment reviewing existing development management conditions; a Goals and Legislative Intent section tying DMP components to the five goals of the Comprehensive Plan; the Program of Actions, which constitutes the heart of the plan and encompasses the Development Code, Infrastructure Expansion, Capital Improvement Program, and Acquisition Program; an Official Maps section; and a summary of relevant external measures. An Implementation Schedule and Task Distribution Table are included to clarify responsibility and timing across city departments, county agencies, and the private sector.

2. EQUITY AS OUR CORE VALUE

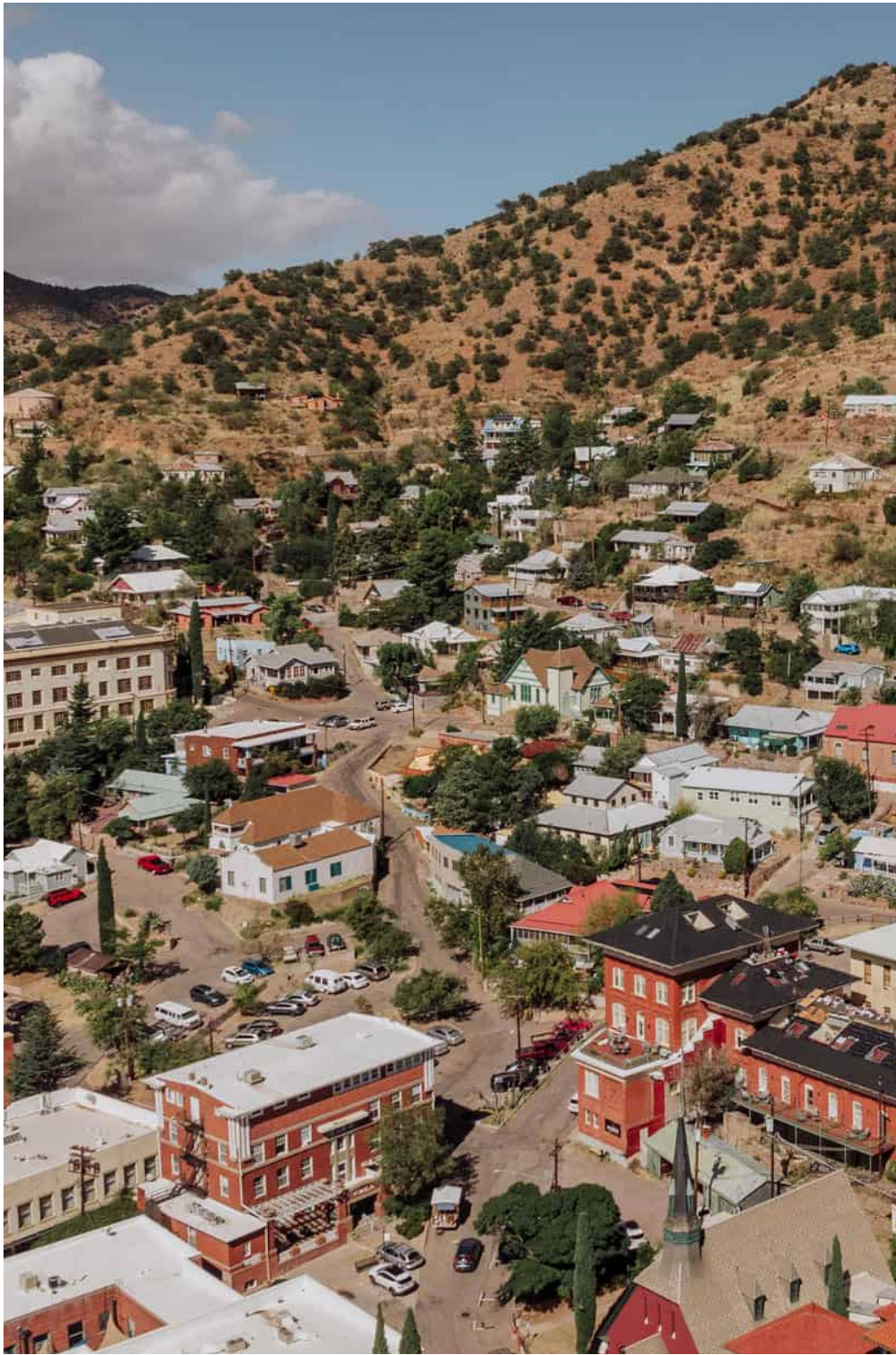


FIGURE 15

Equity is a cross-cutting commitment that runs through every goal in this plan. Passion Valley's growth carries a real risk of displacing the residents and small businesses that give the city its character, particularly the lower-income renters, elderly residents, and households whose presence reflects generations of agricultural and service labor in this community.

The goals of this plan are not served if new housing, improved infrastructure, and expanded economic opportunity accrue only to incoming residents while long-term community members are priced out. To that end, implementation of each goal will be evaluated against its distributional impacts: affordable housing requirements will be embedded in TOD upzoning, community benefits agreements will be pursued for major redevelopment projects, and capital improvements will be sequenced to serve existing underserved districts before extending services outward to attract new growth. The Opportunity Finance Committee will include representation from renter households, agricultural workers, and community organizations, not just institutional stakeholders. Passion Valley's identity as a close-knit, multigenerational community is worth protecting with the same seriousness as its passion flower fields and its historic downtown. We are committed to preserving what makes Passion Valley great while also inviting growth strategically and equitably.

3. CURRENT ASSESSMENT

Passion Valley's existing development management system is a patchwork assembled over decades without anticipation of the scale of change now expected from rail reactivation. The city currently operates under a conventional Euclidean zoning ordinance that designates large swaths of land as low-density single-family residential. This pattern is poorly suited to absorbing new residents without sprawl. Minimum parking requirements are in place citywide, including in the downtown core, creating surface lots that interrupt pedestrian connectivity and consume land that would be more productively used for housing or retail.

Infrastructure capacity is adequate for the current population of roughly 10,000 city residents but has not been assessed for post-rail growth scenarios. The wastewater system in particular has not been expanded since the mid-twentieth century and will require targeted upgrades before higher-density infill is feasible in the TOD core. Capital improvement planning at the city level has been conducted on an ad hoc basis rather than through a formal, multi-year Capital Improvement Program tied to growth projections and land policy. The city has no urban growth boundary, no formal agricultural preservation zoning, and no acquisition program for open space or passion flower fields at risk of conversion. Historic cultural resources—including the original distillery and early cultivation sites—are recognized informally but lack protective designation. These gaps leave the city vulnerable to the speculative development pressure that will accompany rail reactivation without proactive intervention.

On the institutional side, implementation responsibilities are distributed across the Planning Department, Public Works, and the City Manager's office without clear coordination mechanisms. The Chamber of Commerce and the local Historical Society are active stakeholders but have no formal role in the development review process. The school district and county health department operate on independent planning cycles with limited integration into city growth management decisions. Correcting these coordination failures is as important to effective implementation as any specific regulatory tool.

4. GOALS AND LEGISLATIVE INTENT

The DMP is designed to give operational effect to the five goals established in Chapter 2 of the 2025 Comprehensive Plan. Each component of the Program of Actions corresponds to one or more of these goals, and no implementation tool has been included that does not serve at least one of them. The goals are restated below in abbreviated form for reference:

Goal	Title	Relationship to DMP
1	Cultivate a diverse remote work Community	Drives mixed-income housing requirements in TOD zone, coworking space incentives in downtown, and "missing middle" housing typologies in zoning amendments
2	Conserve Agricultural Land & Passion Flower Production	Drives urban growth boundary, agricultural preservation zoning, and cultural landscape designation
3	Establish a TOD Core	Drives zoning upzone, parking reforms, station rehabilitation, and infill priority areas
4	Strengthen Tourism & Cultural Identity	Drives historic preservation overlay, tourism district incentives, and festival infrastructure
5	Strengthen Municipal Services & Infrastructure Capacity	Drives phased infrastructure expansion, CIP, school siting, and service area policy

The legal basis for this plan rests on the land use design and policy framework established by the Comprehensive Plan, which provides rational, legal, and political grounding for the regulations and public investments described here. The DMP can be adopted as a component of the land use plan, and horizontal and vertical consistency between the two documents is a priority. Where external measures, including California state housing law, regional transportation planning requirements, and county agricultural programs, interact with local implementation, those relationships are identified in Section VII.

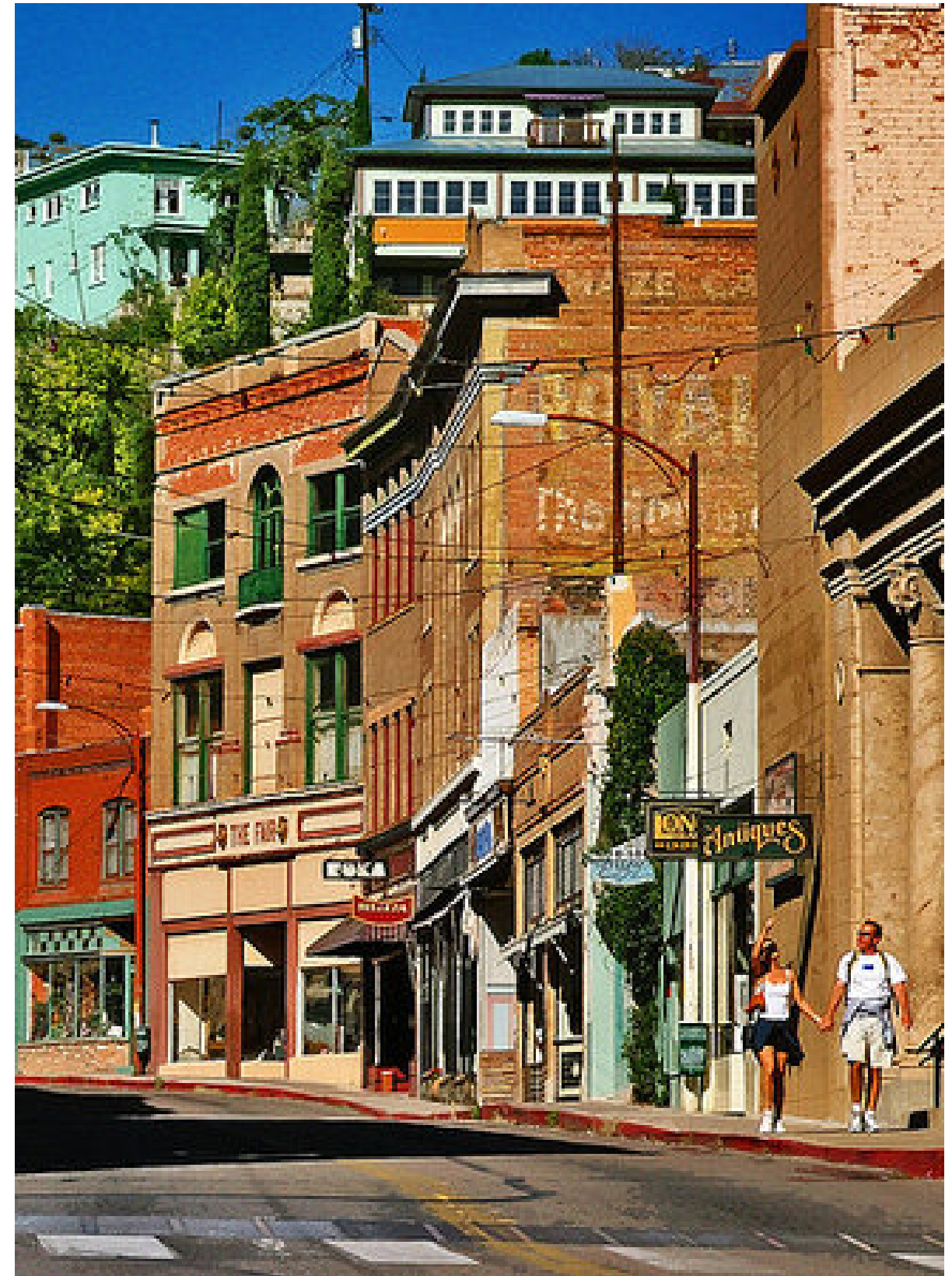


FIGURE 16

5. PROGRAM OF ACTIONS

The Program of Actions is the operational core of this DMP. It is organized into four sub-components: the Development Code, the Infrastructure Expansion Program, the Capital Improvement Program, and the Acquisition Program. Each component is described in terms of its content, geographic coverage, timing, assignment of responsibility, and coordination requirements.

A. Development Code

1. Zoning Ordinance Amendment

The city's existing zoning ordinance will be amended to establish a Transit-Oriented Development (TOD) overlay zone centered on the reactivated rail station. Within this zone, defined as the area within a half-mile radius of the station, minimum parking requirements will be eliminated and replaced with context-sensitive maximums. Residential and mixed-use densities will be upzoned to permit mid-rise buildings of four to six stories by right, with design review required for projects above that threshold. Ground-floor commercial uses will be required along designated primary pedestrian streets.

Outside the TOD core, the existing single-family residential zones will be retained but amended to permit accessory dwelling units (ADUs) by right on all parcels citywide, consistent with state law, and to allow small-lot subdivisions in districts adjacent to the TOD zone. Agricultural preservation zones will be established for the passion flower cultivation areas identified in the Comprehensive Plan's land policy classification, restricting conversion to non-agricultural uses and creating a pathway for transfer of development rights (TDR) to the TOD core.

A Historic Cultural Landscape overlay will be applied to the early passion flower harvesting sites and the original distillery location, requiring design review for any modifications and establishing adaptive reuse

as the preferred outcome for structures within the overlay. A separate Downtown Design Standards section will be incorporated into the code to regulate facade treatments, setbacks, signage, and street-level activation in the commercial core, ensuring that new infill respects the walkable character the Comprehensive Plan prioritizes.

2. Development Timing Ordinance

A Development Timing Ordinance (DTO) will link new development approvals to demonstrated infrastructure capacity. Specifically, residential projects of more than 10 units and commercial projects exceeding 500 square feet will be required to demonstrate adequate wastewater capacity, school enrollment capacity within the receiving district, and park-level-of-service compliance before receiving final approval. This is a concurrency requirement in substance if not in name.

The DTO will operate on a tiered basis: projects within the Urban Developed and Urban Redevelopment areas will face the lowest concurrency thresholds, reflecting existing service infrastructure; projects in Urban Transition areas will face more stringent requirements aligned with the phased sewer expansion schedule described in the Infrastructure Expansion Program below. Development in Conservation, Agricultural, and Passion Field Conservation areas will be subject to strict prohibition on urban-scale development regardless of concurrency status.

3. Subdivision Regulations Update

Subdivision regulations will be updated to require complete streets standards, including sidewalks, bicycle lanes, and street trees, on all new and reconstructed streets within the city planning area. Block length maximums will be established in the TOD zone to ensure pedestrian permeability. Subdivision design within the Urban Transition areas will be required to preserve existing drainage corridors and maintain setbacks from streams consistent with the flood plain protections identified in the Comprehensive Plan's environmental chapter.

4. Environmental and Performance Standards

New buildings above 300 square feet will be required to meet green building standards at the LEED Silver level or equivalent. All city-owned and operated facilities will be required to be carbon neutral. Landscaping standards will require the use of native, drought-tolerant species and will prohibit high-water-demand turf in front yards of new construction.

B. Infrastructure Expansion Program

Infrastructure investment will be sequenced to support the land policy plan rather than enable sprawl. The following table summarizes the major infrastructure components, their geographic coverage, and their priority tier. Tier 1 improvements are those necessary to support TOD core development and are proposed for the short-term planning horizon (Years 1–5). Tier 2 improvements serve the Urban Transition areas and are tied to the medium-term horizon (Years 6–10). Tier 3 improvements are long-term and contingent on growth exceeding baseline projections.

Infrastructure Component	Tier	Geographic Area	Responsible Agency	Funding Source
Train Station Rehabilitation	1	TOD Core / Station Area	City Planning + Public Works	Grant / General Budget
Enhanced high speed internet accessibility for remote work	1	TOD Core / Downtown	City Planning + Public Works	Grant / General Budget
Wastewater Expansion (Phase 1 — TOD core)	1	Districts 1–6	Public Works	Impact Fees / CIP Bond

Complete Streets — Pedestrian Priority Corridors	1	Downtown / TOD Zone	Public Works	CIP / Grant (SAFE-TEA-LU successor)
Bicycle Network Buildout	1	City Planning Area	Public Works + Planning	CIP / Grant
Wastewater Expansion (Phase 2 — Urban Transition)	2	Districts 7–12	Public Works	Impact Fees / CIP Bond
Parks & Open Space — TOD Neighborhood Parks	2	TOD Core Fringe	Parks Dept. / Planning	Acquisition + CIP
Municipal Composting Facility	2	Industrial/Agricultural Fringe	Public Works / Planning	General Budget / Grant
Water Line Extension to Urban Transition Areas	2	Districts 8–12	Public Works	Impact Fees
K–8 School (Site TBD)	2	TOD Core Fringe	School District + City	School District / Impact Fees
Wastewater Expansion (Phase 3 — Outer Areas)	3	Districts 13–23	Public Works	Growth-dependent / TBD

Roads will not be widened. The Comprehensive Plan's commitment to urban containment extends to transportation infrastructure: accommodating increased car traffic is not a goal of this plan, and road widening is inconsistent with both the TOD strategy and the city's fiscal capacity. The rail reactivation itself reduces automobile trip demand for regional travel, and new residents are expected to be less car-dependent than the current population. Bicycle and pedestrian infrastructure investments serve mode-shift goals more cost-effectively than lane additions.

C. Capital Improvement Program (CIP)

Passion Valley will adopt a formal two-horizon Capital Improvement Program, replacing the existing ad hoc approach to public capital investment. The short-term CIP covers a five-year window and specifies projects, locations, costs, and financing in detail, including identification of responsible parties. The long-term CIP extends through the twenty-year planning period at lower resolution, providing a framework for future updates rather than binding commitments.

The CIP will be updated annually as part of the city's budget process, with a formal review against growth projections every five years coinciding with Comprehensive Plan monitoring cycles. Projects will be scored against a set of criteria including: consistency with TOD and urban containment goals; fiscal impact on city operating budgets; service to priority populations including lower-income renters and elderly residents; and environmental co-benefits.

Project	Timeline	Estimated Cost	Funding Source	Lead Agency
Train Station Rehabilitation	Years 1–3	\$4.2 million	State Grant / General Budget	City Planning
Downtown Coworking / Flex Office Incentive Program	Years 1–5	\$380,000	Impact Fees + Bond	City Planning
Wastewater Upgrade Phase 1	Years 2–5	\$6.8 million	Impact Fees + Bond	Public Works
Downtown Streetscape / Complete Streets	Years 1–4	\$2.1 million	Federal Grant / CIP	Public Works
Neighborhood Park — TOD Core	Years 3–6	\$1.4 million	Acquisition Fund / CIP	Parks + Planning
Composting Facility	Years 4–7	\$950,000	General Budget / DEP Grant	Public Works
Downtown Coworking / Flex Office Incentive Program	Years 1–5	\$0	General Budget / DEP Grant	City Planning

K–8 School	Years 5–8	\$18.5 million	School District + Impact Fees	School District
Bicycle Network Phase 1	Years 1–5	\$1.1 million	Federal Grant / CIP	Public Works
Wastewater Upgrade Phase 2	Years 6–10	\$5.3 million	Impact Fees + Bond	Public Works

D. Acquisition Program

The Acquisition Program identifies land and property rights that the city should proactively acquire or protect to advance the goals of the Comprehensive Plan. Priority acquisition targets fall into three categories: (1) key infill parcels in the TOD core, particularly municipal parking lots and surface parking serving underutilized one-story commercial buildings, which are targeted for mixed-use redevelopment through eminent domain with just compensation where necessary; (2) passion flower cultivation lands at risk of conversion, where voluntary purchase of development rights or conservation easements is the preferred tool; and (3) open space and floodplain lands along the streams feeding Lake Morado and Lake Passiflora, acquired to protect the city’s water supply and maintain natural flood management systems.

The city will establish an Opportunity Finance Committee with representation from the Planning Department, the Chamber of Commerce, and community stakeholders to coordinate acquisition efforts and evaluate creative land-use-oriented mechanisms including easements, donations, and TDR. The Local Historical Society will be consulted on all acquisitions involving culturally significant sites. The city will not use eminent domain for residential acquisitions; its use will be limited to commercial or institutional properties in the TOD core where willing seller negotiations have failed after a defined period.

6. OFFICIAL MAPS

Official maps give legal status to the goals and legislative intent of the Comprehensive Plan by designating the locations of proposed land use changes, capital improvements, and regulatory overlays. The following maps are incorporated by reference into this DMP and should be read in conjunction with the text and tables above. Full-size versions are maintained in the Planning Department's GIS database and are available for public review.

Map	Contents	Status
Official Map 1: TOD Zone	Boundary of half-mile TOD overlay zone, primary pedestrian streets, required ground-floor commercial frontage	Adopt with DMP
Official Map 2: Agricultural & Conservation Overlays	Passion Field Conservation areas, Agricultural preservation zones, Conservation lands, Urban Growth Boundary	Adopt with DMP
Official Map 3: Capital Improvements — Short-Term (Yrs 1–5)	Wastewater Phase 1, complete streets corridors, station rehabilitation footprint, park acquisition targets	Adopt with CIP
Official Map 4: Infrastructure Phasing	Sewer expansion phases 1–3 with approximate timing; water line extensions; note that Tier 3 expansion is growth-contingent and not guaranteed	Adopt with CIP; update every 5 years
Official Map 5: Historic & Cultural Landscape Overlay	Early cultivation sites, original distillery, historic rail corridor, contributing structures in downtown core	Pending Historical Society survey — adopt within Year 2
Official Map 6: Generalized Zoning	Existing and proposed zoning districts including TOD core, Urban Transition, Agricultural, Conservation, and Passion Field Conservation	Adopt with Zoning Ordinance Amendment

7. IMPLEMENTATION SCHEDULE AND TASK DISTRIBUTION

Effective implementation requires clear assignment of responsibility and realistic timing. The table below distributes major DMP components across the city departments, external agencies, and private sector actors responsible for carrying them out, and indicates a general timeline for action. Short-term is defined as Years 1–5; medium-term as Years 6–10; long-term as Years 11–20.

Action	Lead Agency	Supporting Agencies	Timeline	Funding Category
Adopt TOD Overlay Zoning + Parking Reform	Planning Dept.	City Manager, City Council	Short-Term (Yr 1–2)	General Budget
Adopt Urban Growth Boundary	Planning Dept.	City Council, County	Short-Term (Yr 1–2)	General Budget
Adopt Agricultural Preservation Zoning	Planning Dept.	Opportunity Finance Comm.	Short-Term (Yr 1–2)	General Budget
Adopt Development Timing Ordinance	Planning Dept.	Public Works, School District	Short-Term (Yr 2–3)	General Budget
Adopt Historic Cultural Landscape Overlay	Planning Dept.	Local Historical Society	Short-Term (Yr 2)	General Budget
Begin Train Station Rehabilitation	City Planning + Public Works	State Rail Authority	Short-Term (Yr 1–3)	Grant / General Budget

Implement Complete Streets — Downtown Corridors	Public Works	Planning Dept.	Short-Term (Yr 1–4)	Federal Grant / CIP
Wastewater Expansion Phase 1	Public Works	Dept. of Environmental Protection	Short-Term (Yr 2–5)	Impact Fees / Bond
Bicycle Network Phase 1	Public Works	Planning Dept.	Short-Term (Yr 1–5)	Federal Grant / CIP
Launch Composting Feasibility Study	Public Works	Dept. of Environmental Protection	Short-Term (Yr 2)	General Budget
Adopt Single-Use Plastic Fee	City Council	Chamber of Commerce	Short-Term (Yr 1)	Revenue-Generating
Adopt Glass Bottle Deposit Program	City Council	Local Breweries / Chamber	Short-Term (Yr 2)	Private Sector / Revenue
Adopt Missing Middle Housing Standards	Planning Department	City Council	Short-Term (Yr 1–2)	General Budget
Launch Coworking Incentive Program	Planning Dept. + Chamber	Finance Dept.	Short-Term (Yr 2–3)	Tax Incentive / General Budget
Wastewater Expansion Phase 2	Public Works	Dept. of Environmental Protection	Medium-Term (Yr 6–10)	Impact Fees / Bond

K–8 School Construction	School District	City Planning, Impact Fee Fund	Medium-Term (Yr 5–8)	School District + Impact Fees
Neighborhood Park Acquisition & Construction	Parks Dept. + Planning	Opportunity Finance Comm.	Medium-Term (Yr 3–7)	Acquisition Fund / CIP
Municipal Composting Facility Construction	Public Works	Dept. of Environmental Protection	Medium-Term (Yr 4–7)	General Budget / Grant
TOD Infill Acquisition (Parking Lots & Underutilized Sites)	Planning Dept. + City Manager	Opportunity Finance Comm.	Medium-Term (Yr 3–8)	Eminent Domain / TDR
Tourism District Tax Incentive Program	Chamber of Commerce + Planning	Finance Dept.	Medium-Term (Yr 2–5)	Tax Incentive
Wastewater Expansion Phase 3 (if warranted)	Public Works	County, DEP	Long-Term (Yr 11+)	Growth-Contingent
9–12 High School Siting	School District	City Planning	Long-Term (Yr 10+)	School District / TBD
Comprehensive Plan 5-Year Monitoring Review	Planning Dept.	All Departments	Year 5, Year 10, Year 20	General Budget

A note on county-city coordination: Several components of this plan, particularly agricultural preservation, floodplain management, and secondary road maintenance, fall within county jurisdiction or require county cooperation. The city will pursue a formal intergovernmental agreement with the county within Year 1 to clarify respective implementation responsibilities, establish joint review protocols for development proposals near the urban growth boundary, and coordinate infrastructure investment timelines.



FIGURE 17

8. OUTLINE OF RELEVANT EXTERNAL MEASURES

State, regional, and neighboring local government measures shape the context within which this DMP operates. The following are the most significant external factors, along with brief notes on how they help or hinder coordination with this plan.

External Measure	Relevance to Passion Valley DMP	Coordination Required?
California Housing Element Law	Requires Passion Valley to demonstrate adequate rezoning capacity to meet Regional Housing Needs Assessment (RHNA) allocation. The TOD upzone is the primary mechanism for compliance.	Yes — coordinate with HCD
State High-Speed Rail Authority	The reactivation of the Los-a-Las line requires coordination on station design, right-of-way, and service scheduling. Station rehabilitation must be jointly planned.	Yes — formal MOU needed
SCAG Regional Transportation Plan	Complete streets investments and TOD planning must be consistent with regional Active Transportation Program priorities to maximize grant eligibility.	Yes — align CIP with SCAG TIP
California Farmland Conservancy Program	State agricultural preservation funding may be available for passion flower field conservation easements, reducing city acquisition costs.	Yes — apply in Year 1–2

County Agricultural Zoning	Passion flower fields outside the city boundary are subject to county zoning. The UGB and TDR program must be compatible with county agricultural designations.	Yes — intergovernmental agreement
FEMA Flood Insurance Rate Maps	Stream setbacks and floodplain development restrictions must be consistent with FEMA mapping to maintain NFIP eligibility for city residents.	Informational — monitor updates
Neighboring Jurisdiction Plans	Development in adjacent unincorporated areas could undermine the urban containment strategy if not addressed. County coordination is essential.	Yes — county coordination

This DMP is designed to be consistent with and take advantage of available state and federal programs wherever possible. Grant applications for Complete Streets, composting infrastructure, and agricultural land conservation should be filed in the near term; the Planning Department and Public Works should coordinate with the Finance Department and the Opportunity Finance Committee to ensure that city budget processes do not inadvertently foreclose grant eligibility.

APPENDIX

DEMOGRAPHIC DATA

Age & Gender..... 10

Race & Ethnicity..... 10

Household Size & Income..... 11

Housing Typologies..... 17

Job Projections..... 12

MAPS

Existing Land Classification..... 13

City Planning Area

 Existing Roads..... 14

 Planning Districts..... 15

 Community Facilities..... 15

 Zoning & Land Use..... 16

Agricultural Lands..... 18

Soil Percolation..... 19

Slopes..... 19

Land Suitability Analysis..... 32

Business as Usual..... 35

Areawide Land Policy Plan..... 36

Land Use Design..... 44

Small Area

 Key Map..... 48

 New Zoning..... 49

 Mixed Use Overlay..... 50

 Bike Infrastructure..... 51

TABLES

Acreage	
Business as Usual.....	35
Land Policy Classification.....	37
Land Use Design.....	45
Development Management Program	
Goals & Legislative Intent.....	57
Infrastructure Expansion Program.....	61
Capital Improvement Program.....	64
Official Maps.....	66
Implementation Schedule & Task Distribution.....	67
Outline of Relevant External Measures.....	71

DATA SOURCES

All spatial data, base conditions, and planning assumptions for Passion Valley were derived from the Hypothetical City Workbook:

Esnard, Ann-Margaret, Philip Berke, David R. Godschalk, & Edward J. Kaiser. 2006. Hypothetical City Workbook: Exercises, Spreadsheets and GIS Data to Accompany Urban Land Use Planning, 5th Edition. University of Illinois Press [Hypocity Workbook]. (Available online at various resellers)
ISBN: 0252073460

The structure, analytical framework, and planning methodology used in this Comprehensive Plan were based on Urban Land Use Planning:

Berke, Philip R., David R. Godschalk and Edward J. Kaiser. 2006. Urban Land Use Planning 5th Edition. University of Illinois Press [ULUP] (Available online at various resellers)
ISBN: 0252030796

IMAGE CREDITS

FIGURE 1: *Bisbee, Arizona* from: <https://www.facebook.com/DiscoverBisbee/photos/d41d8cd9/1005534511572609/>

FIGURE 2: San Francisco Mayor from: <https://www.csmonitor.com/USA/Politics/2018/0614/First-African-American-woman-mayor-ready-to-lead-San-Francisco>

FIGURE 3: Passion Flowers from: https://www.bulkwildflowers.com/products/bulk-passiflora-seeds-purple-passion-flower?srsId=AfmBOoph0K3R45dyZVJgK7xHqQkXfD-JiSkuzP3wFp19Y8RtaUw9_TAe

FIGURE 4: Passion Fruit Beer from: https://breakside.com/our_beer/passionfruit-sour/

FIGURE 5, 8, & 17: *Bisbee, Arizona* from <https://www.travelandleisure.com/bisbee-arizona-guide-7187426>

FIGURE 6 & 14: *Bisbee, Arizona*: azcentral.com/story/travel/arizona/2017/06/09/bisbee-prescott-best-lists/381322001/?gnt-cfr=1&gca-cat=p&gca-uir=false&gca-epti=z1153xxe1153xxv000034&gca-ft=198&gca-ds=sophi&gnt-djm=1

FIGURE 7: *Bisbee, Arizona* from: <https://castlecookearizona.com/castle-cooke-blog/bisbee-arizona-sierra-vista/>

FIGURE 9: *Bisbee, Arizona* from: <https://money.com/collection-post/bisbee-arizona/>

FIGURE 10: Coworking Space from: <https://www.wework.com/ideas/workspace-solutions/flexible-products/what-is-coworking>

FIGURE 11: Train Station from <https://www.pennonni.com/insights/coatesville-train-station-redevelopment-is-full-steam-ahead/>

IMAGE CREDITS

FIGURE 12 & 16: *Bisbee, Arizona* from: https://www.tripadvisor.com/LocationPhotoDirectLink-g31171-i17756926-Bisbee_Arizona.html

FIGURE 13: Storefront in Bisbee from: <https://www.travelandleisure.com/bisbee-arizona-guide-7187426>

FIGURE 15: *Bisbee, Arizona* from: <https://arizonadetours.com/bisbee-2/>

FIGURE 18: Back Cover, *Bisbee, Arizona* from: <https://www.arizonahighways.com/explore/attractions/discover-bisbee>



PASSION VALLEY, CA | COMPREHENSIVE PLAN 2025