



1333 Broadway, Suite s 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org

Memorandum

DATE: February 9, 2011

TO: Technical Advisory Working Group (TAWG)

FROM: Beth Walukas, Manager of Planning
Tess Lengyel, Manager of Programs and Public Affairs

SUBJECT: Overview of the Process for Addressing Sustainable Communities Strategy (SCS) in the Countywide Transportation Plan and the Transportation Expenditure Plan (CWTP-TEP)

Recommendations

This item is for information only.

Summary

Historically, the Alameda Countywide Transportation Plan (CWTP) has used the most recently adopted ABAG Projections as the population, housing and employment scenario for the evaluation of transportation projects and programs. With this first update to the CWTP since the adoption of SB 375, the land use and transportation scenarios developed for Alameda County need to be consistent between the CWTP, the SCS and the Regional Transportation Plan (RTP). Land use will now play a more prominent role in the CWTP in terms of achieving GHG emissions reductions and housing our share of the region's population across all income levels.

This item is the starting point for defining a process to develop the land use scenarios for the CWTP and to inform the SCS. This process will involve active discussions and feedback between local jurisdictions, Alameda CTC and ABAG. Time is being reserved for these discussions at the monthly TAWG meetings and a schedule with topics to be addressed will be presented at the March meeting. Input will be taken from the Community Advisory Working Group (CAWG) and approvals will be sought from the Steering Committee. Key questions to address are:

- What is assumed for Alameda County in the Initial Vision Scenario being released by ABAG in March 2011?
- What transportation infrastructure/policies are needed to support land use in priority development and other development areas that reduce GHG emissions through walking and bicycling?
- How can Alameda County's share of the region's population growth be accommodated?

Discussion:

Because land use authority is responsibility of the local jurisdictions, Alameda CTC and ABAG staff are engaging local jurisdictions' staff and elected officials in developing the SCS and the land use

scenarios for the CWTP. Through March, Alameda County jurisdictions are in the process of presenting information about the SCS to their City Councils and Boards. All jurisdictions have scheduled or have made presentations. Once the Initial Vision Scenario is released by ABAG in March, additional presentations will be required to further the discussion about the SCS Initial Vision Scenario in order to develop the Detailed Scenarios by July 2011. The process for communicating this information to our elected officials is still under discussion, but will need to occur in March and April 2011.

The CWTP-TEP schedule has been coordinated with ABAG's schedule for developing the SCS scenarios so that Alameda County can be in a position to both benefit from the work that ABAG is doing and inform the development of the SCS scenarios. Through December 2011, ABAG will be in the process of refining the SCS scenarios in tandem with Alameda CTC developing the CWTP and MTC developing the RTP. The Preferred Scenario will be finalized in December 2011/January 2012 and will include the RHNA.

The process for local jurisdiction input for refining the SCS Scenarios at each phase has yet to be defined and will be presented to the TAWG at the March meeting. However, the key steps will be to:

- Review Initial Vision Scenario and assumptions used to allocate population, housing and employment
- Develop Countywide land use scenarios to inform development of Detailed Scenarios
- Develop transportation improvements package for supporting the Preferred Scenario (while addressing countywide transportation issues, and conforming to funding projections)

Transportation and land use activities will be occurring concurrently at the regional and countywide levels, but ultimately there will be one integrated RTP and SCS. The SCS will be incorporated into the final CWTP. As we are working on defining the land use, we can begin looking at packages of transportation investment to determine which types of investment support the goals and vision of the CWTP-TEP and identify what transportation infrastructure/policies/programs are needed to support the SCS.

In anticipation of the providing feedback to ABAG on the Initial Vision Scenario being released on March 11, 2011, Alameda CTC staff would like initial input from TAWG. Input was also sought from the Community Advisory Working Group (CAWG) and summarized in Attachment A. Input is being sought on:

- What is assumed for Alameda County in the Initial Vision Scenario being released by ABAG in March 2011?
- What transportation infrastructure/policies are needed to support land use in priority development and other development areas that reduce GHG emissions through walking and bicycling?
- How can Alameda County's share of the region's population growth be accommodated?

Attachments

Attachment A: CAWG Themes Summary on Land Use Process, February 3, 2011

Attachment A

CAWG Themes Summary on Land Use Process

February 3, 2011

The following summarizes common themes across three discussion groups held at the February 3rd, 2011 meeting of the Community Advisory Working Group for the Alameda Countywide Transportation Plan/Transportation Expenditure Plan (CWTP-TEP). The groups discussed the relationship of the CWTP to the SCS and ways to accommodate Alameda County's share of the population growth and what transportation infrastructure/policies are needed to support land use in priority development areas. The following common themes were identified.

- 1. Connecting places within and across modes and in designing communities is key to meeting the goals in the Countywide Transportation Plan and developing livable communities.**
 - a. Include non-motorized and intermodal connectivity.
 - b. In developing connections, consider starting with providing shuttles and buses or preserving right of way and building toward dedicated lanes for buses and perhaps even light rail systems as needed to accommodate growth.
 - c. Design communities with multiple travel path choices and multiple land uses (complete communities) to create more fine grained, human scale developments. Apply LEED and ND principles.
- 2. Use underused space more effectively.**
 - a. Convert shopping malls, business parks, and big box developments into multi-use communities.
 - b. Develop parking lots and other underused land uses into transit hubs.
- 3. Provide balanced and equitable land uses and transportation across the county without displacing people.**
 - a. Transit investments can drive up land values and result in displacement.
 - b. Active zoning and land use policies can keep out affordable housing.

Group A

- Use underused space more attractively (eg., malls, business parks, big box developments). Turn parking and other under-used land uses into housing & transit hubs (eg., Eastmont Mall → transit hub).
- Use transit options to connect isolated areas. Could add shuttle and transit options, such as bus lines, to connect high density development to commercial areas. Start with shuttles and buses and preserving right-of-way or providing signal coordination and build up to dedicated lanes and light rail.
- Watch for displacement – Provide more balanced and equitable land uses and transportation across the county. Our planning should recognize areas where:
 1. Transit investments can drive up land values and result in displacement
 2. Active zoning and land use policies can keep out affordable housing
- Work for a common vision. One size doesn't fit all.
- Encourage grids, not cul de sacs (eg., LEED – more points for greater connectivity)
- Include non- motorized and intermodal connectivity (eg., within and across modes)
- When designing communities, create multiple intersections of travel paths so you end up with a more fine grained and human scale development to create a true sense of community. Create a higher number of intersection per square mile.

Group B: Did not report on this item.

Group C

- PDAs need to focus on multi-uses. Don't isolate people in places where they can't meet their needs.
- PDAs should have regional transit lines for those who commute.