



Sustainable Communities Strategy Leadership Summit

Saturday, May 14, 2011, 9:00 a.m. to 12:30 p.m.

Sunol Golf Course

6900 Mission Road, Sunol, CA 94586

Hosted by Scott Haggerty, 1st District Supervisor,
and Nadia Lockyer, 2nd District Supervisor,
Alameda County

Meeting Agenda

Meeting Outcomes:

- Receive an overview of regional and countywide planning and regulatory processes related to the development of the Sustainable Communities Strategy (SCS)
- Discuss how Alameda County should grow over the next 25 years in a SCS and what partnerships are needed
- Identify what support is needed from the regional and countywide agencies to support the SCS as it relates to Alameda County
- Identify the next steps in advancing the County's SCS-related work

9:00 – 9:10 a.m. **1. Welcome and Introductions**

- Supervisors Scott Haggerty and Nadia Lockyer

9:10 – 10:10 a.m. **2. Presentation on Regional and Countywide Planning Efforts**

Multi-agency presentations will be made by:

- *Metropolitan Transportation Commission*: Doug Kimsey, Director of Planning
- *Association of Bay Area Governments*: Kenneth Kirkey, Director of Planning
- *Bay Area Air Quality Management District*: Henry Hilken, Director of Planning, Rules and Research
- *Bay Area Conservation and Development Commission*: Joe LaClair, Chief Planner
- *Alameda County Transportation Commission*: Art Dao, Executive Director
- *East Bay Economic Development Alliance*: Karen Engel, Executive Director

10:10 – 10:40 a.m. **3. Question & Answer Session on Presentations**

10:40 – 11:50 p.m. **4. Connecting the Pieces: Breakout Session Discussions**

Breakout sessions will include brainstorming and strategy discussions around sustainable development in Alameda County, barriers to implementation, and resources and/or collaborations necessary to support a Sustainable Communities Strategy.

12:50 – 12:10 p.m. **5. Report Back from Breakout Session**

Each breakout group will report back on key items identified during the breakout sessions.

12:10 – 12:25 p.m. **6. Discussion of Next Steps**

12:25 – 12:30 p.m. **7. Meeting Adjournment**

Attachments:

- A. Agency Presenter Overviews
- B. MTC and ABAG Plan Bay Area (March 2011)
- C. RTP/SCS Schedule
- D. Bay Area Air Quality Management District CEQA Guidelines
- E. BCDC Adapting to Rising Tides Fact Sheet
- F. CWTP-TEP Welcome Guide
- G. East Bay Economic Development Alliance Fact Sheet

Packet Materials and Presentations available at: www.acgov.org/board and www.alamedactc.org

Location Information: Sunol Golf Course, 6900 Mission Road, Sunol, CA 94586

Accommodations/Accessibility: Meetings are wheelchair accessible. Please do not wear scented products so that individuals with environmental sensitivities may attend.



Sustainable Communities Strategy Presenters

The region and the county are engaged in planning for development over the next 25 years through a Regional Transportation Plan (RTP) update and development of a Sustainable Communities Strategy (SCS). The following SCS partners, and many others, are essential in moving forward a workable strategy, which integrates transportation and land-use planning, to meet the reductions in greenhouse gas emissions required by California Senate Bill (SB) 375 as well as to support the housing requirements in the bill. Each agency plays a role in planning, policy, regulations and funding as well as supporting job development.

The logo for the Metropolitan Transportation Commission (MTC) features a blue circle with a white 'M' and a white 'T' inside it. <p>METROPOLITAN TRANSPORTATION COMMISSION</p>	<p>Metropolitan Transportation Commission http://www.mtc.ca.gov/</p> <p>Guided by its 19-member policy board, the Metropolitan Transportation Commission (MTC) functions as the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area. As both the state-designated regional transportation planning agency and the region's metropolitan planning organization, the MTC regularly updates the Regional Transportation Plan, a comprehensive blueprint for the development of mass transit, highway, airport, seaport railroad, bicycle and pedestrian facilities.</p>
The logo for the Association of Bay Area Governments (ABAG) features a blue sunburst-like icon with the letters 'ABAG' in bold black. <p>ASSOCIATION OF BAY AREA GOVERNMENTS</p>	<p>Association of Bay Area Governments http://www.abag.ca.gov/</p> <p>The Association of Bay Area Governments is a regional planning agency and local government service provider committed to enhancing the quality of life in the San Francisco Bay Area through advocacy, collaboration and excellence in the areas of planning, research and member services. ABAG is working closely with MTC on the 2013 update to the RTP, in conjunction with the SCS. In March 2011, ABAG and MTC released the Initial Vision Scenario, which provides a starting point for conversations with local governments and Bay Area residents about where new development should occur, and how new long-term transportation investments can serve this new growth.</p>
The logo for the Bay Area Air Quality Management District (BAAQMD) features a blue square with three wavy lines. <p>BAY AREA AIR QUALITY MANAGEMENT DISTRICT</p>	<p>Bay Area Air Quality Management District http://www.baaqmd.gov/</p> <p>As the first regional air pollution control agency in the country, the Bay Area Air Quality Management District has been working to improve regional air quality since 1955 and regulates stationary sources of air pollution in the nine counties that surround San Francisco Bay: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, southwestern Solano and southern Sonoma counties. The District's California Environmental Quality Act (CEQA) Guidelines assist local jurisdictions and lead agencies in complying with the requirements of CEQA regarding potentially adverse impacts to air quality. The District will be instrumental in ensuring the Bay Area meets SB 375 requirements.</p>

 <i>San Francisco Bay Conservation and Development Commission</i>	<p>San Francisco Bay Conservation and Development Commission http://www.bcdc.ca.gov/</p> <p>Created by the California Legislature in 1965, the 27-member San Francisco Bay Conservation and Development Commission (BCDC) responds to public concern over the future of the open water, marshes and mudflats of greater San Francisco Bay, including Suisun, San Pablo, Honker, Richardson, San Rafael, San Leandro and Grizzly Bays and the Carquinez Strait. The Commission regulates all filling and dredging in San Francisco Bay; protects Suisun Marsh, California's largest remaining wetland; administers the federal Coastal Zone Management Act; and participates in California's oil spill prevention and response planning program. The BCDC is a key partner in addressing the effects of climate change.</p>
	<p>Alameda County Transportation Commission http://www.alamedactc.org</p> <p>The Alameda County Transportation Commission (Alameda CTC) is a joint powers authority resulting from the merger of the Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA). Members include the 14 cities in Alameda County, the County of Alameda, AC Transit, BART, ACCMA and ACTIA. The Alameda CTC is leading the Alameda County Countywide Transportation Plan update, which supports the RTP and SCS, and the development of a Transportation Expenditure Plan that identifies funding priorities for an extension of the existing transportation sales tax, known as Measure B.</p>
	<p>East Bay Economic Development Alliance http://www.edab.org/</p> <p>The East Bay Economic Development Alliance's (East Bay EDA) bi-county mission is to establish the East Bay as a world-recognized location to grow businesses, attract capital and create quality jobs in both Alameda and Contra Costa Counties. Founded in 1990 by Alameda County, its 14 cities and special districts make up the Economic Development Advisory Board. The East Bay EDA is assisting in the RTP/SCS process by providing valuable input on the housing and land use aspects of transportation planning and development to facilitate job growth throughout the region.</p>

BayArea Plan

Building on a Legacy
of Leadership March 2011

Association of Bay Area Governments
Metropolitan Transportation Commission



Change Is Coming

BayArea Plan You are invited to participate, to comment, to help innovate as we launch Plan Bay Area for a sustainable, prosperous future.

The 7 million of us who call this nine-county region home have a strong interest in protecting the wealth of features that make it a magnet for people and businesses all over. The plan we build over the next two years will look forward to 2040 with a sustainable pattern of regional growth that will help preserve the Bay Area's unique quality of life. It will meet the requirements of California's climate law (Senate Bill 375, Steinberg) to decrease transportation-related greenhouse gas emissions and accommodate all needed housing growth within our region's borders.

The Bay Area is, after all, the world's 19th-largest economy. The natural beauty of San Francisco Bay and the communities surrounding it, our Mediterranean climate,

extensive system of interconnected parks and open space, advanced mass transit system, top-notch educational institutions, and rich cultural heritage continue to draw investments and people from around the globe who seek better opportunities.

Yet we cannot take for granted that we will be able to sustain and improve our quality of life for current and future generations.

Our population is projected to grow to about 9 million people by 2040. That is like adding another two cities the size of San Jose, or about four Oaklands. To accommodate this growth while creating vibrant, sustainable communities will require shared vision, planning and cooperation.

This collaboration is what Plan Bay Area is all about, but we can't do it without you. We hope the information that follows will be a conversation starter, as you join us in this exciting new endeavor.

A New Kind of Plan

Plan Bay Area is one of our region's most comprehensive planning efforts to date.

It is a joint effort led by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) in partnership with the Bay Area's other two regional government agencies, the Bay Area Air Quality Management District (BAAQMD), and the Bay Conservation and Development Commission (BCDC). All four agencies are collaborating at an unprecedented level to produce an integrated land-use/transportation plan. And, of course, our equal partners are the nine counties and 101 cities and towns that have

of damage to the wetlands that are essential to maintaining a healthy bay

Plan Bay Area is the next step in a natural progression. It covers the time period through 2040, and, in addition to integrating transportation and land-use development plans, it inaugurates a new process: the development of a Sustainable Communities Strategy. Transportation and land use must work together to promote sustainability if we're going to leave a better Bay Area for our children and grandchildren. After all, we are all in this together.

We take pride in each of our individual communities, as well as the one Bay Area that we all call our home.

and we have begun reversing decades

land-use authority in their respective jurisdictions, and numerous transportation partners who help us to plan and manage the regional transportation network.

Over the years, the Bay Area has produced and implemented transportation and land-use development plans. We have projected future employment and housing needs and planned infrastructure upgrades and expansions that accommodate our growing population, including people from all backgrounds and income groups. From an environmental standpoint, we have protected air quality by controlling pollution emissions,

the Golden Gate National Recreation Area protect thousands of acres throughout the region. Our transportation network, including public transit like BART and Caltrain, also crosses county lines. Our entrepreneurial spirit and culture of speaking up have put us on the cutting edge of everything from microchips to social movements. On the following pages, we highlight major milestones that have shaped our collective identity and put the Bay Area on the map as a region.

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1934

2010 ▶

A Legacy of Leadership

The Bay Area has made far-sighted regional planning a top priority for decades.

In fact, one of the main reasons our region is so livable today is because of the actions of past leaders. Previous generations recognized the need for a mass transit system, including regional systems such as BART and Caltrain that have helped make the Bay Area the envy of other metropolitan regions. Our transbay bridges also add cohesion to our regional transportation system by connecting communities across the bay. Likewise, we owe our system of parks and open space to past generations of leaders who realized that a balance between urbanized areas and open space was

essential to a healthy environment and livable communities. For example, ABAG's pathbreaking efforts in the 1960s and '70s led to the Bay Area's first open space, coastal protection and environmental management plans.

Plan Bay Area is about building on our legacy of leadership. It means doing more of what we've done well and figuring out how to do better in the face of new challenges. Most importantly, it's about partnering with elected officials, planners, community organizations representing the environment, economy and social equity, and the public in each jurisdiction to ensure that we plan appropriately for both our region and the communities in which we live and work.

“At the simplest level, sustainability means meeting the needs of current generations without harming the ability of future generations to meet their needs too.”

What's Different?

Plan Bay Area is different because of its focus on sustainable communities.

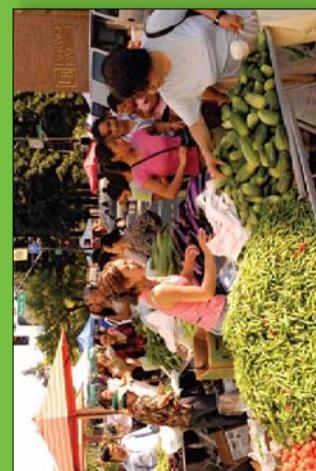
Senate Bill 375 (Steinberg, 2008) requires California's 18 metropolitan regions to incorporate a Sustainable Communities Strategy in their federally mandated regional transportation plans. The law also requires that planning for future housing be

consistent with the Sustainable Communities Strategy. In other words, sustainability is now a required overlay to transportation and land-use planning. At the simplest level, sustainability means meeting the needs of current generations without harming the ability of future generations to meet their needs too.

While we work to implement SB 375, Plan Bay Area offers an opportunity



Sustainability Snapshot | North Bay



A Legacy of Bay Area Achievements | 1934–1955



Formation of the East Bay Regional Park District, the largest urban regional park district in the country.



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Creation of the Bay Area Council, the region's business-sponsored, public-policy advocacy organization.

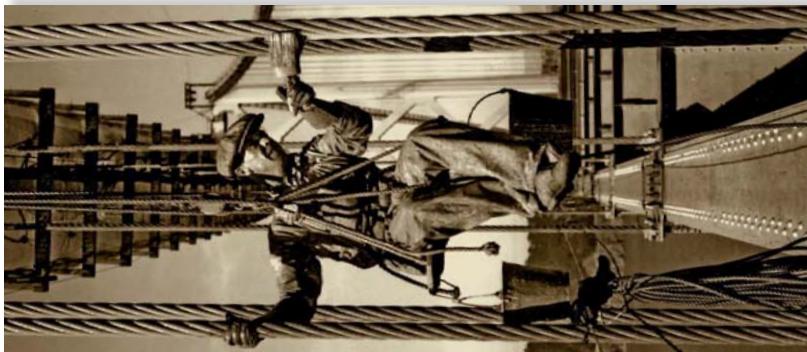


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Bay Area Air Quality Management District (BAAQMD) created to regulate air pollution.

1934 1939 1945 1955 1955

1955



In Sonoma County, the city of Santa Rosa has developed a community-based vision for the downtown area. The plan will help make Santa Rosa a sustainable community by creating a transit-supportive environment in and around the planned commuter rail station downtown. The plan promotes a mixture of residential, retail, office and open space in a pedestrian-friendly urban environment, including 3,250 new residential units, 296,000 square feet of new commercial/retail space, and 197,000 square feet of new civic/office use.

East Bay voters create California's first special transit district, the Alameda-Contra Costa Transit District (AC Transit), which provides regional bus service.

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What Are Sustainable Communities?



Sustainable communities are places where people want to live and work, now and in the future.

They meet the diverse needs of existing and future residents, including housing and transportation, are sensitive to their natural environment, and contribute to a high quality of life. They are safe and inclusive, well-planned and constructed, efficiently operated, and offer equal opportunity and access to services for all. Sustainability is about creating vibrant

Development Areas (PDAs) in existing urban areas served by transit. Also identified are Priority Conservation Areas (PCAs), regionally significant open spaces for which there exists a broad consensus for long-term protection. Supporting FOCUS is MTC's Transportation for Livable Communities Program (TLC), which provides funding for projects that are developed through an inclusive community planning effort, provide for a range of transportation choices, and support connectivity between transportation investments and land uses.

complete communities that help our residents live in closer-knit neighborhoods and spend less time driving by promoting development of jobs, housing and services close to public transit.

Here in the Bay Area, the generations that came before us gave us a head start in creating sustainable communities. Building on that legacy are newer efforts, such as the regional agencies' **FOCUS** initiative. This regional development and conservation strategy promotes a compact land-use pattern throughout the designation of Priority

Sustainability Snapshot | East Bay



A Legacy of Bay Area Achievements | 1961-1970



Commission (BCDC), State Legislature passes AB 363, by Assemblyman John Forn, creating the Metropolitan Transportation Commission (MTC).	
Students launch the Free Speech Movement at UC Berkeley.	

Benefiting Communities

The “three E’s” that underlie sustainability are economy, environment and equity.

We need all three, and they are not mutually exclusive. A strong economy benefits a healthy environment and vice versa. Likewise, a strong economy helps ensure equal opportunity for everyone. People need jobs to afford housing, and the region needs a diversified economy to accommodate different skills and education levels.

For example, a community is not sustainable if people who provide essential services, such as police and firefighters, cannot afford to live there and have to commute by car from far away, raising transportation costs congesting our roads, polluting the air and wasting time that could be spent with their families.

Making sustainable communities an integral part of Plan Bay Area offers

the chance to promote a range of livability factors:

Quality of Life
Planning for sustainable communities will lay the groundwork for creating better places to live and work, now and for future generations.

Access and Mobility
People will have more transportation choices, making it easier to get around, whether commuting, going to school, shopping, recreating, or visiting friends and family.

Public Health

With compact development, people do not have to travel as far, reducing the need to drive. This means less pollution, cleaner air, and a more physically fit population as more people of all ages and physical abilities choose to walk or bicycle to their destinations.

Vibrant Communities

Compact communities where transit, jobs, schools, services and recreation are conveniently located near people's homes are not just more livable; they are also safer and engender a stronger sense of community.



A Vision for Getting From Here to There

Planning for the Bay Area's future takes cooperation and shared vision.

We do not claim to have all the answers, and there is no guarantee of success. The public's participation and input will be critical to creating a shared vision for our region.

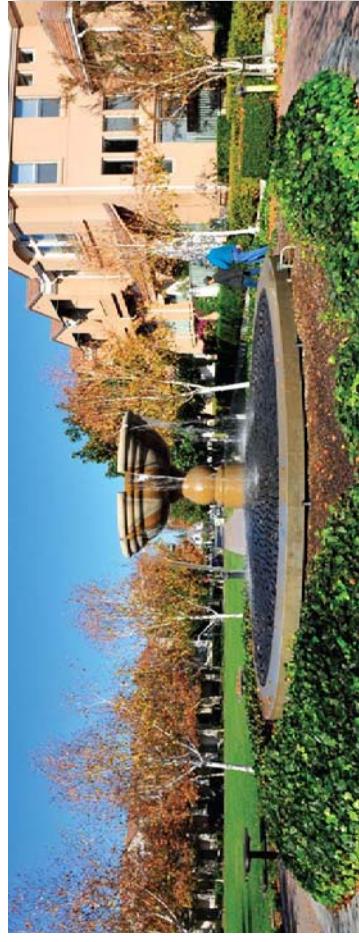
One of the first steps is to craft an "Initial Vision Scenario." This scenario is intended to prompt public discus-

sion about how and where to place future jobs and housing, and how to ensure that future development is supported by our regional network of roadways, transit, and bicycle and pedestrian facilities. It will begin to articulate the Bay Area's vision of future land uses and demonstrate how changes in land use, when integrated with transportation improvements, perform relative to statutory greenhouse gas and housing targets, as well as other voluntary performance

When it comes to creating sustainable communities, housing and transportation go hand in hand.	Transportation
 <p>Yet our long-range plans haven't always made that link strong enough. Plan Bay Area will join these elements to meet the needs of our growing population.</p>	<p>MTC adopted its latest regional transportation plan, called <i>Transport 2035 Plan: Change in Motion</i>, in April 2009. The plan's name, Change in Motion, anticipated and included many elements of Plan Bay Area's increased focus on housing and sustainable communities.</p>

Housing

Housing is an integral part of Plan Bay Area. ABAG must identify areas within the region sufficient to house an eight-year projection of the regional housing need. This legal requirement is known as the Regional Housing Need Allocation (RHNA). The areas identified must be consistent with the development pattern in the Sustainable Communities Strategy, which will specify areas sufficient to house all economic segments of the population over 25 years.



Strengthening the Housing and Transportation Connection

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A Performance-based approach will help us focus on measurable outcomes. Plan Bay Area will apply four important lessons from the Transportation 2035 process: 1) new infrastructure investments we can afford produce only modest benefits at the regional level; 2) road pricing and land-use strategies are more effective than infrastructure investments alone; 3) technology is key to increasing efficiency and reducing congestion; and 4) individuals must change their personal behaviors to help achieve sustainability goals.

Sustainability Snapshot | South Bay



A Legacy of Bay Area Achievements | 1972-1998

MTC launches Transportation for Livable Communities to fund small improvements with a big impact, such as streetscape, lighting and bike paths.



9



Bay Area voters approve Regional Measure 1, raising bridge tolls to \$1 for bridge and transit improvements.



Steve Jobs and Steve Wozniak found Apple Computer in Cupertino, California.



Activists, led by Ed Roberts, founded the Center for Independent Living in Berkeley, the first such center run by and for people with disabilities.



Congress creates the Golden Gate National Recreation Area in Marin, San Francisco and San Mateo counties.



Bay Area voters approve Regional Measure 1, raising bridge tolls to \$1 for bridge and transit improvements.

1972 1976 1988 1998

8

Planning Challenges

Even the best planners do not have crystal balls.

So while we know the Bay Area will look much different in the middle of the 21st century, there are still challenges and uncertainties.

Growth

Even though the Bay Area's growth rate is among the lowest in California, a projected increase from 7 million to 9 million people means accommodating nearly a 30 percent increase in population by 2040.

Land-use Authority

Local governments have sole authority to create and implement land-use plans. Each of the nine counties and 101 cities in the region must decide for themselves what is best for their citizens. A culture of cooperation is needed to ensure that we all do our part to make individual communities and our region more sustainable for current and future generations.

Climate Change

Climate change refers to changes in the Earth's weather patterns, including the rise in the Earth's average temperature due to an increase in carbon dioxide and other heat-trapping "greenhouse gases" (GHGs) in the atmosphere. Climate scientists agree that global warming is a man-made problem caused by the excessive burning of fossil fuels like petroleum and coal. Transportation accounts for about 40 percent of the Bay Area's GHG emissions.

Infill Development

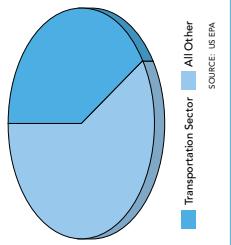
The best opportunities for compact development are in urbanized areas, but many such places lack infrastructure funding for new services. Likewise, since infill usually adds population density, new communities must be designed to protect quality of life for current residents and newcomers.

Health and Safety Imperatives

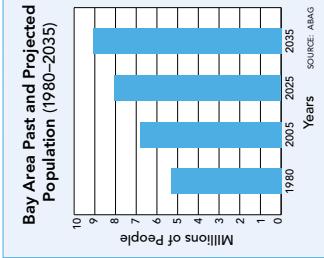
Many potential infill areas are located close to freeways where there is more tailpipe pollution. The risks from breathing toxic gases and sooty particles must be mitigated.

Our Shared Future

Bay Area GHG Emissions



Bay Area Past and Projected Population (1980-2035)



Plan Bay Area by itself will not reduce greenhouse gas emissions on a global scale. But if it is innovative and appealing, we can lead by example. Just as the Bay Area's culture of innovation created the high-tech and biotech revolutions, spreading computers and cures around the world, so we can do the same in the burgeoning clean-tech sector.

Make no mistake: We can make the world a better place, but the benefits start at home. Consider clean energy innovations, such as the electric vehicles being built at the former NIMI/MI plant in Fremont, and photovoltaic panels being built by multiple Bay Area companies. These technologies won't just help fight climate change; they can attract investment, new companies and jobs to ensure the Bay Area's continued prosperity, and promote sustainable communities and a high quality of life.

Sustainability Snapshot | Peninsula



The 83-acre former Bay Meadows racetrack site is being developed as part of the Rail Corridor Transit-Oriented Development (TOD) area in the city of San Mateo. The city has approved site and architectural plans for the development of 1,066 housing units, 747,000 square feet of office space, 93,000 square feet of retail space, and 18 acres of new park and open space land. This project is located directly adjacent to the Hillsdale Caltrain station.

A Legacy of Bay Area Achievements | 2002-2010

ABAG and sister regional agencies release their Smart Growth Strategy as part of the Regional Livability Blueprint Project.	MTC adopts its Transit-Oriented Development policy, which promotes construction of new housing units along the region's major new transit extension projects.
Bay Area voters approve Regional Measure 2, raising bridge tolls by \$ for mass transit and highway improvements.	Bay Area voters approve Regional Measure 2, raising bridge tolls by \$ for mass transit and highway improvements.

2002

2002

2004

2004

2005

2005

2010

2010

Bay Area regional agencies found OneBayArea at a regional summit on Earth Day to coordinate regional environmental initiatives.	FOCUS FOCUSING OUR VISION ABAG and MTC launch the FOCUS program to focus growth in Priority Development Areas near transit and to protect regionally significant open space in Priority Conservation Areas.
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How to Get Involved

In 2010, the regional agencies adopted an extensive Public Participation Plan.

The document lays out the steps the agencies will take to involve residents in decisions affecting Bay Area transportation and land-use policies.

Plan Bay Area workshops are being scheduled in all nine counties in spring 2011, and there will be additional opportunities for public engagement in the fall and through adoption of Plan Bay Area in 2013. The OneBayArea website is updated regularly with notices and agendas of upcoming meetings, hearings and workshops, and other content.



For more information, contact us:

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Follow us:

facebook.com/OneBayArea

twitter.com/OneBayArea



OneBayArea

Launched by four regional agencies — ABAG, MTC, BAAQMD and BCDC — in 2010, OneBayArea is an acknowledgment that we are stronger when we join together — all 101 cities, nine

counties and 7 million of us! Through this campaign we hope to address environmental and economic challenges by harnessing our joint creativity, resources and force of will.

The first collaboration under the OneBayArea umbrella, Plan Bay Area starts the conversation on how to integrate land use and transportation.



Association
of Bay Area
Governments



METROPOLITAN
TRANSPORTATION
COMMISSION



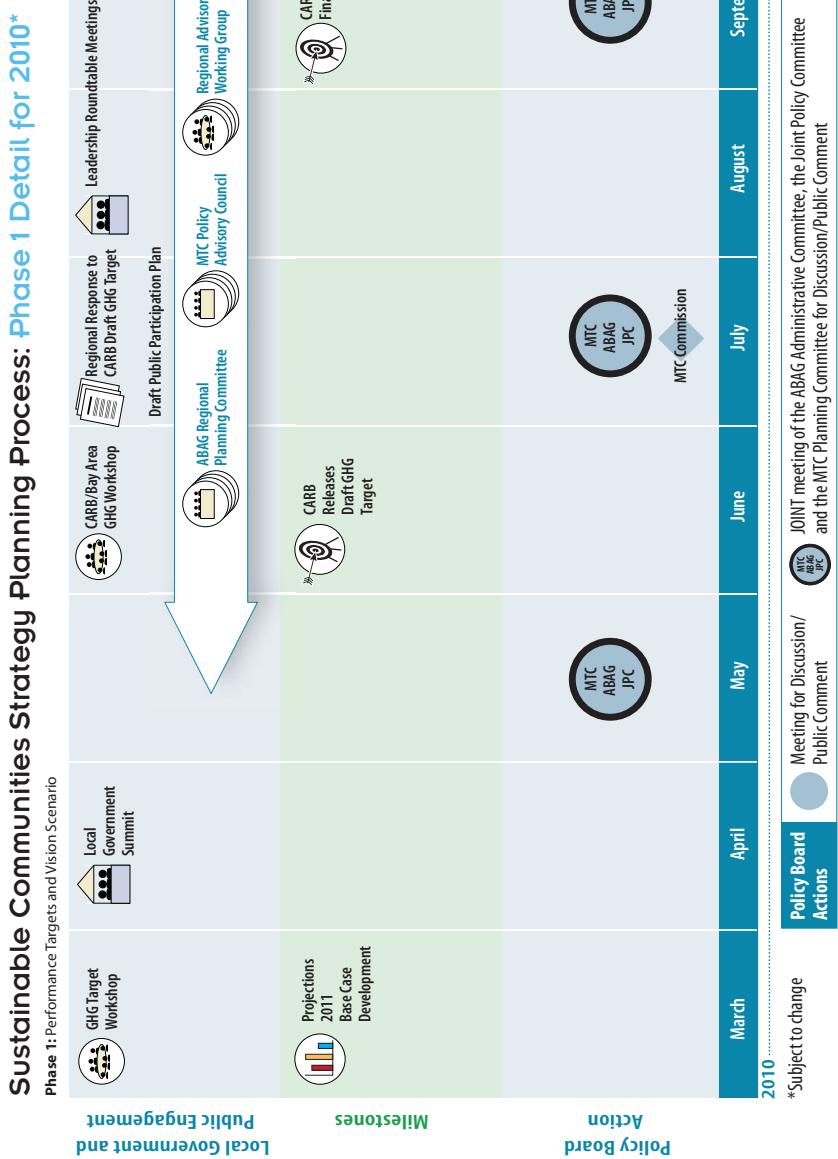
BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT



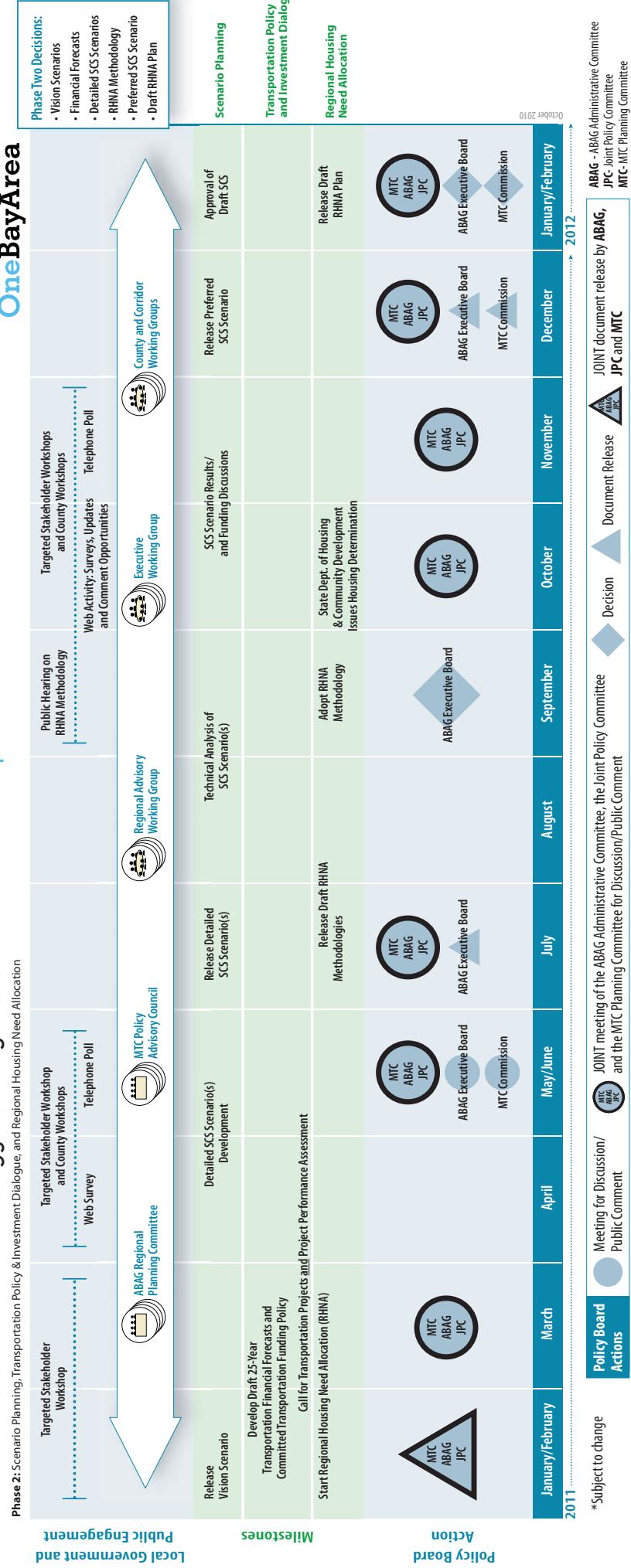
Bay Conservation
and Development
Commission

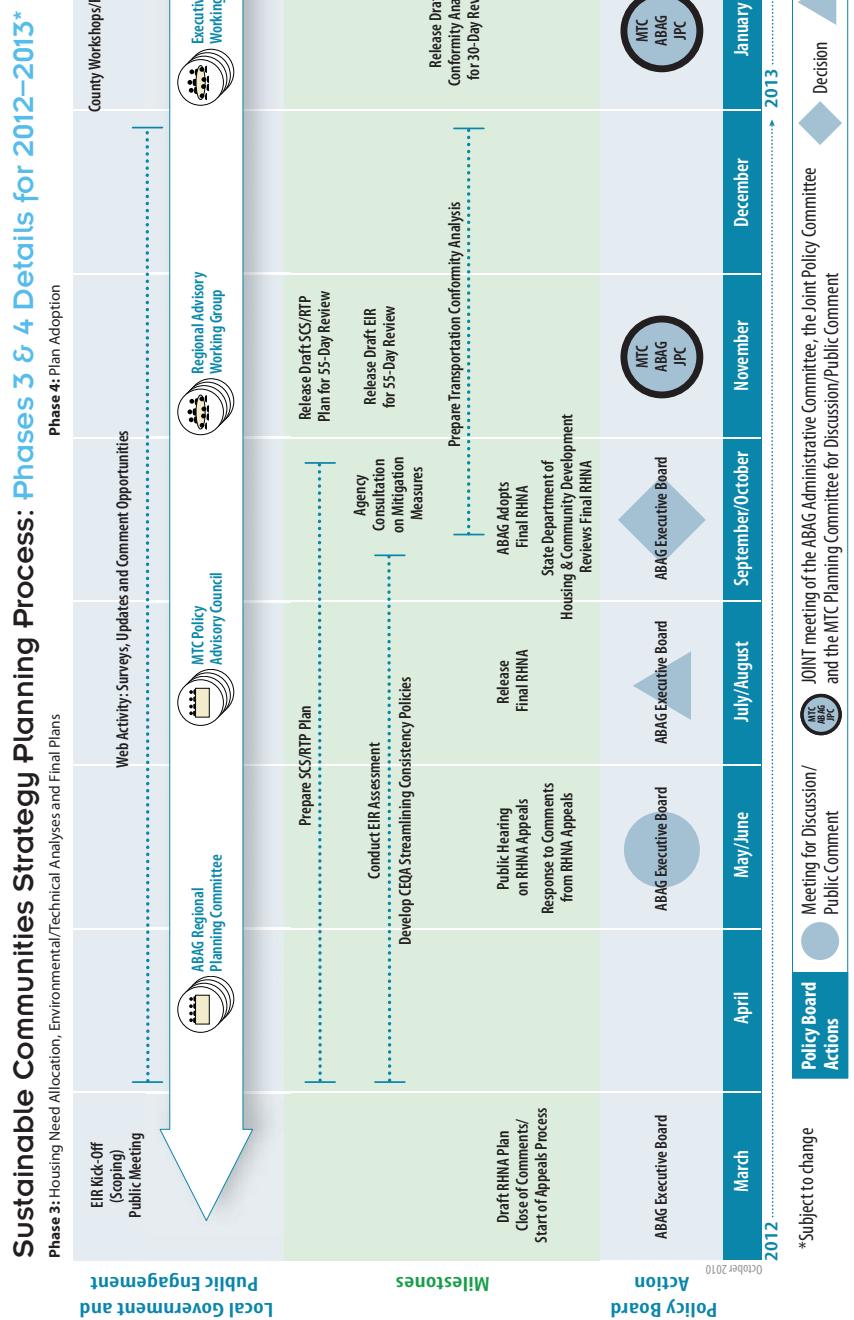


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Sustainable Communities Strategy Planning Process: Phase 2 Detail for 2011*





*Subject to change

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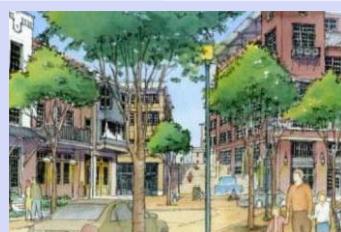
BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

SCS Summit 05/14/11

Attachment D

California Environmental Quality Act

Air Quality Guidelines



This document is 222 pages long. For the full document, visit http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/BAAQMD%20CEQA%20Guidelines_May%202011_5_3_11.ashx

Updated May 2011



California Environmental Quality Act Air Quality Guidelines

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UPDATED MAY 2011



The following updates were made in May 2011 to the June 2010 CEQA Guidelines:

2: Thresholds of Significance

- In table 2-1, updated the effective date for the risk and hazards threshold for new receptors.
- In section 2.2, clarified that GHG threshold is based on carbon dioxide equivalent emissions and not just CO₂.

3: Screening Criteria

- In section 3.2, clarified that the screening values in Table 3-1 may not be applied as screening level sizes for risk and hazard impacts.
- In section 3.3, clarified that the carbon monoxide screening criteria do not apply to stationary source projects.
- In section 3.5.1, clarified that projects with demolition activities that are inconsistent with BAAQMD's Regulation 11, rule: Asbestos Demolition, Renovation, and Manufacturing cannot be screened using the screening level in Table 3-1.

4: Operational-Related Impacts

- In section 4.2.1, page 4-5, clarified that the GHG threshold is based on carbon dioxide equivalent emissions; and clarified use of BGM as preferred model for estimating greenhouse gas emissions from a proposed land use project

5: Local Community Risk and Hazard Impacts

- Updated sections 5.2.6 and 5.2.7 to reflect the updated stationary source, highway, and roadway screening tools made available in May 2011.

6: Local Carbon Monoxide Impacts

- In section 6.1, clarified that the carbon monoxide screening criteria do not apply to stationary source projects and that potential carbon monoxide impacts from stationary sources should be modeled using AERMOD.

8: Assessing and Mitigation Construction-Related Impacts

- In section 8.1.1, removed Table 8-1.

Appendix B: Air Quality Modeling Instructions and Project Examples

- Pages B-11 to B-13, clarified the percent reductions that apply to construction mitigation measures and corrected references to tables and sections in the CEQA Guidelines.

Other minor editorial edits were made throughout the CEQA Guidelines as needed.



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- D Threshold of Significance Justification
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Adapting to Rising Tides

Planning for the Bay's Future

The San Francisco Bay shapes the area's economy, culture, and landscape—supporting prosperous businesses, vibrant neighborhoods, and productive ecosystems. Through visionary planning efforts, the Bay Area has preserved and protected this prosperity. Now, as the impacts of a changing climate are becoming clear, it is time to extend that vision to meeting the challenges of rising tides in San Francisco Bay.

The bay is rising and is projected to continue to rise. In fact, today's flood is expected to be the high tide of the future. Areas that currently flood every ten to twenty years during extreme weather and tides will begin to flood regularly. These areas are home to over 250,000 residents, critical infrastructure, diverse habitats, and valuable community resources.

"Over 280 square miles of shoreline land and over a quarter million residents are at risk of flooding at just moderate levels of sea level rise."

Source: Living with a Rising Bay: Vulnerability and Adaptation in San Francisco Bay and on its Shoreline, BCDC, 2009

Today's Flood Is Tomorrow's High Tide



Areas of the Central and South Bay that could be inundated by a 16-inch (blue) and 55-inch (purple) sea level rise.

Adapting to Rising Tides

Building on its regional assessment of Bay Area impacts from mid- and end-of-century sea level rise (titled *Living With a Rising Bay*), the San Francisco Bay Conservation and Development Commission (BCDC) has partnered with the National Oceanic and Atmospheric Administration Coastal Services Center (NOAA CSC) to work with Bay Area communities in

planning for sea level rise. The Adapting to Rising Tides (ART) project will be a collaborative effort involving community officials and stakeholders to address two specific questions:

How will sea level rise and other climate change impacts affect the future of Bay Area communities, ecosystems, infrastructure, and economy?

What strategies should we pursue, both locally and regionally, to address these challenges and reduce and manage these risks?



Mitigation and Adaptation

A climate strategy involves both mitigation and adaptation. **Mitigation** refers to policies to reduce greenhouse gas emissions or enhance greenhouse gas sinks. **Adaptation** refers to actions undertaken to reduce the vulnerability of the built and natural environment to the actual or expected effects of climate change.

Source: Intergovernmental Panel on Climate Change, 2007

The timing and scope of the ART project could not be more appropriate. While rising tides in San Francisco Bay pose a serious challenge, the region is well positioned to demonstrate leadership and take tangible steps to protect the assets of the Bay and its shoreline. Some local efforts are already underway to address sea level rise and many more are just beginning.

Building on these existing efforts, the ART project will work with Bay Area communities to:

- Identify current and future vulnerabilities within a sub-region of the Bay Area.
- Evaluate strategies and tools to support community-based adaptation planning.
- Use the lessons learned to develop a regional adaptation planning process.

Communities have an opportunity to play a leadership role in finding solutions to the challenges of sea level rise. Actions taken today will provide benefits for decades to come. Please join BCDC and NOAA CSC in ensuring the continued vibrancy of the Bay Area and its communities.

ART in Context: Part of a Sustainable Bay Area

Addressing climate change requires both mitigation and adaptation. Mitigation is critical, and the region is working to reduce greenhouse gas emissions; however, mitigation alone cannot serve as the region's only climate strategy. No matter how successful mitigation efforts are, the greenhouse gas emissions of the past will result in impacts like sea level rise over the next half-century. Therefore, the region must consider adaptation actions that will reduce the vulnerability of the built and natural environment to the effects of climate change.

How to Get Involved

The goal of the ART project is to increase the Bay Area's resilience to sea level rise and climate change while protecting its environmental and economic assets

Your active participation is needed and welcome! For more information, please visit the ART website: www.risingtides.csc.noaa.gov.

For more information, contact:

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PROJECT SCHEDULE

OCTOBER 2010	CWTP Update began
	
DECEMBER 2011	Draft CWTP and TEP
	
JUNE 2012	Final CWTP and TEP approval anticipated
	
NOVEMBER 2012	Earliest potential date for TEP on ballot
	

ALAMEDA CTC

Major transportation planning in Alameda County is underway! This overview is designed to help you understand what's happening and how you can get involved.



SCS Summit 05/14/11
Attachment F

WELCOME

A Guide to the Alameda Countywide Transportation Plan Update & Transportation Expenditure Plan Development

Get Involved!
We want to hear from you! The more people we hear from, the better our plan will be. Learn more about the planning process by checking out the project website and attending one of the upcoming workshops. Please encourage everyone you know in Alameda County to participate.

COMMUNITY WORKSHOPS

Thursday, February 24th — Oakland

City of Oakland City Hall—Hearing Room 3 (1 Frank H. Ogawa Plaza)

5:30–6:00 pm—Informational Open House

6:00–7:30 pm—Workshop

Monday February 28th — Fremont

Fremont Public Library—Fukaya Room A (2400 Stevenson Boulevard)

6:30–7:00 pm—Informational Open House

7:00–8:30 pm—Workshop

Wednesday March 9th — Hayward

Hayward City Hall—Conference Room 2A (777 B Street)

7:00–8:30 pm—Workshop

Wednesday March 16th — San Leandro

San Leandro Library—Karp Room (300 Estudillo Avenue)

6:30–7:00 pm—Informational Open House

7:00–8:30 pm—Workshop

Thursday, March 24th — Dublin

Dublin Public Library—Community Meeting Room (200 Civic Plaza)

6:30–7:00 pm—Informational Open House

7:00–8:30 pm—Workshop

Another round of community workshops will be held in Fall 2011.

All locations are ADA and transit accessible.

Attend a Meeting

Regular monthly meetings of the Steering Committee, Community Advisory Working Group (CAWG) and Technical Advisory Working Group (TAWG) are open to the public.

- The **Steering Committee** meets the **fourth Thursday** of the month.

- The **TAWG** meets the **second Thursday** of the month.

- The **CAWG** meets the **first Thursday** of the month.

Meeting information and materials are available on the project website. Visit www.alamedactc.org/CWTP_TEP and click on the Meetings Calendar button to confirm meeting dates and times.

Additional Opportunities

We will also be conducting outreach activities throughout the County, including working with existing groups of all kinds to receive the broadest possible input. If you belong to a group that would like more information, please contact us through our website. Individuals can also learn more and provide feedback and get regular updates and announcements through the website, www.alamedactc.org. We hope you will get involved!

ALAMEDA
County Transportation
Commission
1333 Broadway, Suite 300
Oakland, CA 94612
(510) 836-2560
www.alamedactc.com

Overview

Countywide transportation planning and future land use development are intricately linked. Current planning efforts will guide local, state and federal funding for project and program implementation to maintain, operate and expand the multi-modal transportation systems in Alameda County. Two plans are being developed in Alameda County that will guide these expenditures: the Countywide Transportation Plan (CWTP) and the Transportation Expenditure Plan (TEP).



About the Alameda County Transportation Commission

The CWTP update is being overseen by the Alameda County Transportation Commission (CTC), a new agency that was formed in 2010 by the merger of two existing organizations, the Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA).

Alameda CTC is a joint powers authority whose members include the 14 cities in Alameda County, the County of Alameda, AC Transit, and BART.



About the Countywide Transportation Plan

The CWTP update is being overseen by the Alameda County Transportation Commission (CTC), a new agency that was formed in 2010 by the merger of two existing organizations, the Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA).

Alameda CTC is a joint powers authority whose members include the 14 cities in Alameda County, the County of Alameda, AC Transit, and BART.

A BALANCING ACT

This planning process is about making trade-offs to balance the many needs and priorities for transportation in Alameda County.

Key issues to be addressed in this planning process include:

- **Planning for a multi-modal system** that equitably moves people and goods efficiently and cost effectively throughout the County;
- **Planning for the full range of travel needs** and the diversity of users of our transportation system;

- **Integrating new legislation** that requires greater coordination between transportation and land use planning and a focus on reducing Vehicle Miles Traveled (VMT) and greenhouse gas emissions; and;
- **Considering the maintenance of the existing system** and potential system expansions.

THE PLANNING AREAS

Alameda County is a diverse place, geographically, ethnically and economically. The County is commonly divided into four subareas for planning purposes. The planning areas are depicted on the map and include:

- **North County:** Alameda, Albany, Berkeley, Emeryville, Oakland, and Piedmont
- **Central County:** Hayward, San Leandro and the unincorporated communities of Ashland, Castro Valley, Cherryland, and San Lorenzo
- **South County:** Fremont, Newark, and Union City
- **East County:** Dublin, Livermore, Pleasanton and the unincorporated communities of Sunol and other smaller communities

a small amount for transit oriented development. 40% of the collected funds are dedicated to capital projects including transit and highway infrastructure improvements.

- The TEP will be submitted to the voters of Alameda County for approval. If the plan appears on the 2012 ballot, as anticipated, it will require a 2/3rds majority to pass. The existing Measure B will continue to be collected until 2022 unless it is replaced by a new measure.
- A reauthorization of the TEP is being considered because the current Measure B capital projects have been largely built or committed and the economic downturn has reduced funding for many programs supported by Measure B.

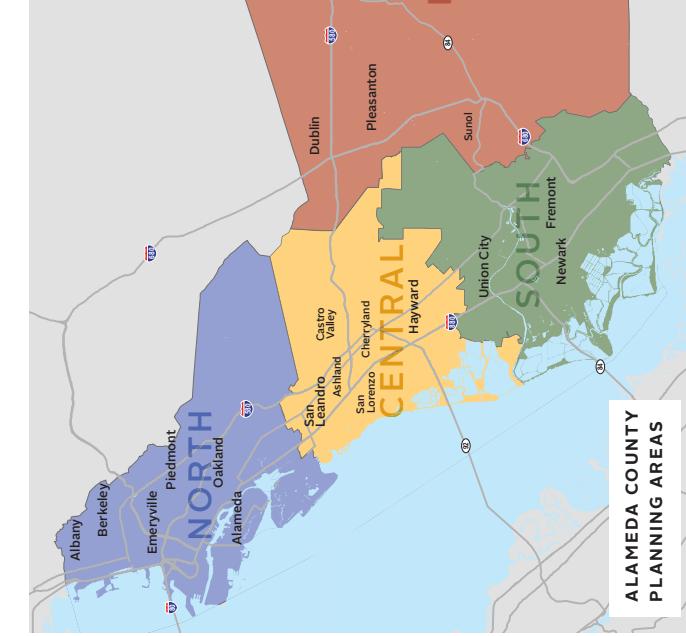
About the Transportation Expenditure Plan

The Alameda Countywide Transportation Plan (CWTP) is a long-range policy document that guides transportation funding decisions for Alameda County's transportation system over the next 25-years.

- The CWTP is updated every four years and serves as a guide for transportation programs and infrastructure investment decisions in Alameda County. It includes capital, operating and maintenance funding for roads and highways, public transit (including senior and disabled transportation) and projects that support walking and biking.
- All transportation projects and programs requesting state, federal or regional funding must be consistent with this Plan.
- For the first time, the plan must be closely coordinated with land use decisions to reduce the impacts of greenhouse gases, consistent with State legislation.

About the Transportation Expenditure Plan

- The sales tax Transportation Expenditure Plan (TEP), (currently known as Measure B) is a key source of local funding for transportation projects and programs, such as operations and maintenance, in Alameda County. The first Measure B was approved in 1986 and was extended with a new set of projects and programs in 2000 by 81.5% voter approval.
- In the existing measure, 60% of the collected funds are dedicated to programs such as local street and road repair, bicycle and pedestrian safety, transit and paratransit operations, and



Data Sources: ABAG Projections, Alameda County, ESRI



The East Bay Economic Development Alliance (East Bay EDA) – a unique partnership of private and public sector leaders in the San Francisco East Bay – helps make the East Bay one of the most dynamic, globally competitive and sustainable business environments in the world.

East Bay EDA brings to bear the leadership and collaborative resources of all of its members: Alameda and Contra Costa counties,

28 cities, the Port of Oakland, the University of California Berkeley, all three national research laboratories (LBNL, LLNL, and Sandia), California State University East Bay, all of the region's community colleges, chambers of commerce, labor organizations, non-profit and philanthropic organizations, all of the special districts serving the East Bay, as well as dozens of the East Bay's largest companies.

With its focus on creating a thriving business climate, East Bay EDA is the vehicle through which East Bay leaders collaborate to achieve their shared goal of a healthy, vibrant economy able to create and sustain quality jobs.

Mission

Establish the East Bay as a world-recognized location to grow business and attract capital in a way that creates quality jobs.

Objective

Enhance the competitiveness and sustainability of the East Bay economy.

Strategies

East Bay EDA pursues four primary strategies in its work: (1) shape economic understanding; (2) lead collaborative efforts; (3) promote the East Bay; and (4) serve our members. Each of these is supported by a series of actions that comprise East Bay EDA's annual work plan.

2011 Priorities

- Complete an East Bay Business Climate & Jobs Report and related signature event in Fall 2011.
- Engage in state and regional policy and planning in a manner that effectively articulates the East Bay's economic, business, and job-related interests.
- Develop and begin implementation of a marketing and communications plan for East Bay EDA and for marketing the East Bay.
- Expand private sector engagement and membership.