ALAMEDA
County Transportation Commission

Technical Advisory Working Group
Meeting Agenda
Tuesday, December 7, 2010, 11 a.m. to 1 p.m.
1333 Broadway, Suite 300, Oakland, CA 94612

Meeting Outcomes:
- Receive an overview of the process and relationship between the Sustainable Communities Strategy/Regional Transportation Plan (SCS/RTP) and the Countywide Transportation Plan and Transportation Expenditure Plan development (CWTP-TEP) and input anticipated by ABAG from the jurisdictions
- Establish Sub-Regional and County Corridor Working Groups in Alameda County
- Receive a Basecamp collaboration tool demonstration

11:00 – 11:10 a.m. **1. Welcome and Introductions**

11:10 – 11:15 a.m. **2. Public Comment** I

11:15 – 11:20 a.m. **3. Approval of October 5, 2010 Minutes** I
    03_TAWG_Meeting_Minutes_100510.pdf – **Page 1**

11:20 – 12:35 p.m. **4. Sustainable Community Strategy Process and Expanding the Technical Advisory Working Group Role** I
    04_Memo_SCS_Process_and_TAWG_Role_Expansion.pdf – **Page 5**
    04A_ABAG_Memo_on_SCS_Vision_Scenario.pdf – **Page 9**
    04B_ABAG_Memo_Place_Type_Overview.pdf – **Page 13**
    04C_ABAG_SCS_Planning_Schedule.pdf – **Page 21**

12:35 – 12:55 p.m. **5. Basecamp Collaboration Tool Demonstration** I
    05_ABAG_Memo_Basecamp_Collaboration.pdf – **Page 25**

12:55 - 1:00 p.m. **6. Other/Next Steps** I
    (Future meetings schedule will be a handout)

1:00 p.m. **7. Adjournment**

Key: A – Action Item; I – Information/Discussion Item; full packet available at www.alamedactc.org

Next Meeting (CAWG and TAWG Joint Meeting):
    Date: December 16, 2010
    Time: 3 to 5 p.m.
    Location: Alameda CTC Offices, 1333 Broadway, Suite 300, Oakland, CA 94612

Staff Liaisons:

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Location Information: Alameda CTC is located in Downtown Oakland at the intersection of 14th Street and Broadway. The office is just a few steps away from the City Center/12th Street BART station. Bicycle parking is available inside the building, and in electronic lockers at 14th and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org). There is garage parking for autos and bicycles in the City Center Garage (enter on 14th Street between Broadway and Clay). Visit the Alameda CTC website for more information on how to get to the Alameda CTC: http://www.alamedactc.com/directions.html.

Public Comment: Members of the public may address the committee regarding any item, including an item not on the agenda. All items on the agenda are subject to action and/or change by the committee. The chair may change the order of items.

Accommodations/Accessibility: Meetings are wheelchair accessible. Please do not wear scented products so that individuals with environmental sensitivities may attend. Call (510) 893-3347 (Voice) or (510) 834-6754 (TTD) five days in advance to request a sign-language interpreter.

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www.AlamedaCTC.org

Alameda CTC Technical Advisory Working Group Meeting Minutes
Tuesday, October 5, 2010, 11 a.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

Members:

_P_ Alex Amoroso	_P_ Diana Keena	_A_ Mike Tassano
_P_ Aleida Andrino-Chavez	_A_ Paul Keener	_P_ Lee Taubeneck
_A_ Marisol Benard	_P_ Obaid Khan	_A_ Andrew Thomas
_P_ Jaimee Bourgeois	_P_ Wilson Lee	_P_ Jim Townsend
_P_ Ann Chaney	_A_ Joan Malloy	_P_ Bob Vinn
_P_ Mintze Cheng	_P_ Gregg Marrama (Stacey	_P_ Marine Waffle
_P_ Keith Cooke,	Perkins Attended)	_P_ Bruce Williams
_A_ Soren Fajeau	_P_ Val Menotti	_A_ Stephen Yokoi
_P_ Jeff Flynn	_P_ Matt Nichols	_P_ Karl Zabel
_P_ Don Frascinella	_P_ Erik Pearson	_P_ Farooq Azim (Alternate)
_P_ Susan Frost	_P_ James Pierson	_P_ Carmela Campbell (Alternate)
_A_ Jim Gannon	_P_ Peter Schultze-Allen	_P_ Cory LaVigne (Alternate)
_P_ Robin Giffin	_P_ Jeff Schwob	_P_ Larry Lepore (Alternate)
_P_ Mike Gougherty	_P_ Tina Spencer	
_P_ Terrence Grindall	_P_ Iris Starr	

Staff:

_P_ Tess Lengyel, Programs and Public   _P_ Saravana Suthanthira, Senior Transportation Planner
    Affairs Manager   _P_ Angie Ayers, Acumen Building Enterprise, Inc.
_P_ Beth Walukas, Manager of Planning
_P_ Diane Stark, Senior Transportation Planner

1. **Welcome and Introductions**
   Beth Walukas called the meeting to order at 11:05 a.m. The meeting began with introductions and a review of the meeting outcomes.

   Guests Present: Dave Campbell, East Bay Bicycle Coalition; Stephen Decker, Cambridge Systematics; Cathleen Sullivan, Nelson\Nygaard; and Keonnis Taylor, Alameda CTC

2. **Public Comments**
   There were no public comments.

3. **Overview of Countywide Transportation Plan Update and Transportation Expenditure Plan Development (CWTP-TEP) and Introduction**
   Beth Walukas and Tess Lengyel reviewed the scope of services that will be performed by Nelson/Nygaard, the newly-hired consultant team. Staff also reviewed the preliminary two-year implementation schedule.

Staff explained that the Countywide Transportation Plan (CWTP) will be different than other plans, because the CWTP will be expanded to include a broader array of transportation as described in the scope of services. Staff informed TAWG that the Transportation Expenditure Plan (TEP) will be developed out of the CWTP process.

TAWG members provided the following feedback on the scope of services:
- Determine how to coordinate the CWTP with the regional and state efforts.
- Establish a strong presence on the web for the CWTP update and TEP development process by making all related documents available and easily accessible on the website. Also, try using social media such as Facebook and attempt streaming the meetings to reach a broad audience.
- Provide a quick turnaround on the meeting minutes and/or provide an action summary of the meeting.
- Provide an ability to exchange communication effectively and quickly with the Community Advisory Working Group (CAWG) and the Steering Committee.
- Make sure the process is efficient and smooth for project and program submission, including developing a tracking mechanism for requests and submissions.
- Recognize the diversity of the County and reach out to people who actually use the transportation system to provide "real" feedback on the proposed projects and programs.
- Take a look at jurisdictions that have been very aggressive in improving their planning process for ideas.
- Consider equity with respect to the projects competing with each other.

4. **Review of TAWG Roles and Responsibilities**
    Staff reviewed the TAWG roles and responsibilities. Specifically, staff stated that TAWG will provide a technical perspective throughout the CWTP-TEP development. The TAWG will advise the Steering Committee and receive information from the CAWG. The Steering Committee, TAWG, and CAWG will all share information.

5. **Review of TAWG Ground Rules**
    Staff reviewed the meeting ground rules with TAWG.

6. **Feedback on the Countywide Transportation Plan Vision Statement**
    TAWG members discussed the draft vision statement for the Alameda Countywide Transportation Plan, including the main concepts that the vision statement should represent. Their recommendations are to refine the proposed concepts and incorporate the following suggested changes:

    Feedback on Proposed Concepts:
    - List the original concepts provided by the Steering Committee in priority order or alphabetical order.
    - Healthy lifestyles: Recommended changing "healthy lifestyles" to be more inclusive with "health and safety lifestyles." "Healthy lifestyles" should also be "general health."

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- Sustainability: Recommended changing the first sentence to include maintenance of the system as well as expansion and the last sentence of the vision statement to include "sustainable transit operations."
- Active Transportation: Recommended changing "Active Transportation" to "non-motorized transportation."
- Congestion relief: There was a discussion on whether or not to include congestion relief as a separate vision concept, considering the co-benefits from the other proposed concepts. However, based on the comments received, TAWG decided to keep congestion relief on the list.
- Transit operating funds: This needs to be reworded to reflect maintenance and operations.
- Accountability: The word accountability does not link with the last sentence.

New Concepts:
- The vision statement should be a brief statement with a list of goals below it.
- Look at vision statements from other agencies similar to Alameda CTC.

Possible Language Changes:
- Emphasize maintenance and operations, and well-maintained and operated systems.
- The first sentence should include "strive to expand options"

7. **Review of the Calendar and Meeting Schedule**
   Staff stated that three meetings are listed on the calendar, and the consultant team will coordinate the schedule going forward. When TAWG meets next, Alameda CTC will bring a full schedule to the group.

8. **Roundtable Discussion of Local and Other Transportation-related Planning Efforts**
   The members representing the local jurisdictions shared their local planning efforts in their respective areas:
   - City of Fremont – Testing is in progress for a "back in" parking configuration in the central city area to be used around the civic center area.
   - City of Livermore – BART Board certified a program Environmental Impact Report and adopted a preferred alignment for the BART to Livermore extension; the city applied for TIGER 2 and HUD sustainable community planning grants to start plans around BART and ACE stations, in downtown Livermore and at Vasco Road; and applied for Transportation Development Act (TDA) funds for the Vasco Road site.
   - City of Alameda – The city is developing Transportation System Management/Transportation Demand Management (TSM/TDM) plans; received a grant from Caltrans for the TSM/TDM efforts, which will be finished in spring 2011; and is finalizing threshold of significance in California Environmental Quality Act (CEQA) documents for multimodal transportation systems.

- City of Newark – The City is working on a feasibility study for a Bay Trail; and a potential priority development area to supply 1,000 housing units near a transit development.
- City of Hayward –At the South Hayward BART station, the City is planning and implementing developments around transit; and the City is also developing the Mission Boulevard Corridor.
- City of Berkeley – University of California Berkeley, along with the City, is working on a parking project, and received a parking pricing pilot program grant.
- Caltrans – The agency executed the co-op on express lanes network scoping document in Sacramento for a project with 480 miles of express lanes. A decision on the Hayward Bypass and the lawsuit should be dismissed in two weeks. The agency opened two Bay Trails in Solano County and performed a pilot automated transit segment on Route 92; the Route 92/Interstate 880 Interchange Reconstruction Project is 75 percent complete.

9. Other/Next Steps
The next meeting is planned for December 7, 2010.

10. Adjournment
The meeting adjourned at 1 p.m.

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County Transportation
Commission

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www.AlamedaCTC.org

MEMORANDUM

Date: November 30, 2010

To: Technical Advisory Working Group

From: Saravana Suthanthira, Senior Transportation Planner

Subject: **Sustainable Community Strategy Process and Expanding the Technical Advisory Working Group Role**

Recommendations

It is recommended that the Technical Advisory Working Group (TAWG) role be expanded to include reviews and feedback into the Sustainable Community Strategy (SCS) development, which will be a component of the next Regional Transportation Plan (RTP). Because TAWG's participation in the update of Alameda County's Countywide Transportation Plan (CWTP) and development of a new Transportation Expenditure Plan (TEP) will be related to the work of the SCS and RTP, staff recommends incorporating reviews and input on the SCS with TAWG's work. By doing so, a separate technical committee will <u>not</u> need to be formed for the SCS, and additional meetings will not be required. TAWG's work on the SCS will be included in the same schedule as its work on the CWTP/TEP.

Summary

Attachment 4A is a memo from ABAG describing the SCS Vision Scenario Development process, which also includes development of the detailed SCS scenarios. This memo discusses the SCS process in general and the proposed participation of Alameda County and its jurisdictions in the development of SCS as "County/Corridor Working Groups" (C/CWG) as defined by ABAG. For the purposes of this work, the TAWG will serve as the C/CWG for Alameda County. Some of this work may be done in TAWG subgroups, with work reported to the full TAWG at specific meetings, as described below. The first set of feedback requested by ABAG from TAWG (in particular from the Planning Directors from each jurisdiction) is on the place-type assumptions for the Vision Scenario, as described in Attachment 4B. ABAG has directly contacted all planning directors to seek this feedback; however, the entire SCS Vision Scenario process is being presented to TAWG as it relates to upcoming actions in early 2011 that will involve all TAWG members. Feedback on the place-type assumptions may be made at the TAWG meeting, or sent directly to ABAG by December 15, 2010.

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Discussion

The Association of Bay Area Governments and MTC have been working on developing the Sustainable Community Strategy (SCS), required by SB 375, which will be adopted as part of the 2013 Regional Transportation Plan (RTP). The SCS will add two new elements related to transportation and land use to the RTP:

(1) a land use component that identifies how the region could house the entire population of the region over the next eight and 25 years, and

(2) a demonstration of how the development pattern and the transportation network can work together to reduce GHG emissions.

ABAG is looking to the County Transportation Agencies, Alameda CTC for Alameda County, to form or work with an appropriate Technical Working Group to provide input in this process. Since the Countywide Transportation Plan/Transportation Expenditure Plan development that the Alameda CTC is currently working on will be ultimately be supporting the SCS/RTP, Alameda CTC is proposing the Technical Advisory Working Group (TAWG) to serve this role and include the Planning Directors.

In terms of housing and employment distribution, the SCS consists of three distinct development phases: Base Case; Vision Scenario; and Detailed Scenarios. The Base Case has been developed in coordination with the local jurisdictions and it attempts to show development according to existing plans. The Base Case will be finalized in December 2010.

The Vision Scenario, an unconstrained scenario, will identify places to accommodate all of the region's future population and distribution of employment assuming various supportive land use and transportation-related policies, strategies and incentives. The detailed SCS scenarios are anticipated to be constrained scenarios from a growth and transportation investment point of view wherein the SB 375 requirements for Housing and GHG targets are met and supportive policies and assumptions are realistically attainable. The outcome of this process will be a preferred SCS scenario, which is anticipated to become the Draft SCS.

Regarding the process for the Vision Scenario, ABAG is working with the local jurisdiction planning departments through the respective planning directors to identify these place-types across the Bay Area (refer to Attachment 4B). Comments from the local jurisdictions (specifically the Planning Directors) are due to ABAG by December 15, 2010. Based on the place-types identified to house the future population, the Vision Scenario will be released in February. It is anticipated that the TAWG will review and provide comments on the draft Vision Scenario after its release in February, using ABAG's web-based tools, described in Agenda Item 5.

Regarding the Detailed Scenarios, the efforts will be on reviewing and identifying the places to accommodate all future growth as well as the supportive policies and assumptions and providing input to ABAG. As shown in Attachment 4C, the development of the detailed scenario will begin in April 2011 and the preferred scenario will be released in December 2011. The TAWG is anticipated to be involved throughout this period, as described below.

TAWG as the County/Corridor Working Group for Alameda County

ABAG is seeking feedback on all its scenarios. TAWG will provide input into the SCS process moving forward, particularly for the detailed scenario development. Alameda CTC is proposing that for some work, the TAWG splits into sub-groups to provide feedback to ABAG and then at future TAWG meetings, receive reports on this work as it relates to the entire county. For geographic purposes, Alameda CTC proposes using the existing four planning areas to provide scenario feedback to ABAG, as well as some inter-county and intra-county corridor sub-groups as follows:

1. Planning Area sub-groups
   a. North County Planning Area
   b. Central County Planning Area
   c. South County Planning Area
   d. East County Planning Area
2. Inter-County sub-groups
   a. Foothill/Mission Corridor
   b. Telegraph/International/E14th
   c. SR 84 in east county
   d. BART conditions
3. Intra-County sub-groups
   a. San Pablo Corridor
   b. Tri-Valley Area

Alameda CTC seeks feedback from TAWG members for participation in these sub-groups during the TAWG meeting. While the details regarding how sub-group information will be reported back to the full TAWG is still being worked out, it is anticipated that the interaction of the sub-groups will be in Base Camp (discussed under item 5 in more detail) a web-based interaction tool. A demonstration on this tool will be provided as part of Agenda Item 5.

Attachments

A. ABAG Memo on SCS Vision Scenario Development
B. ABAG Memo on SCS – Identifying Places and Policies for Sustainable Development
C. Schedule for SCS/Regional Transportation Plan Development

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Date: November 12, 2010

To: MTC Planning Committee, ABAG Administrative Committee, Joint Policy
             Committee

From: Ken Kirkey, ABAG Planning Director

Subject: **Sustainable Communities Strategy County/Corridor Engagement: Vision
             Scenario Development**

Background
SB 375 requires that ABAG and MTC prepare an integrated land-use and transportation plan for
the Bay Area, wherein the development pattern for the region, when integrated with the
transportation network and policies, achieves, to the extent practicable, the greenhouse gas
emission (GHG) reduction targets set by the California Air Resources Board. The regional
agencies must identify areas within the region sufficient to house all the population of the region,
including all economic segments of the population, over the course of the 25-year planning
period of the long-range plan. This growth will take into account net migration into the region,
population growth, household formation, and employment growth. In addition, we must also
identify areas within the region sufficient to house an eight-year projection of the regional
housing needs.

Vision Scenario Approach
ABAG and MTC will develop a vision scenario in partnership with local jurisdictions and
Congestion Management Agencies (CMAs), along with input from stakeholders and the general
public, through an iterative process. The key objectives of the vision scenario planning effort are
to begin to articulate the region's vision of future land-uses, test how the vision scenario
performs relative to the greenhouse gas, housing and other performance targets, and build
community support for a sustainable regional growth pattern.

The vision scenario will identify areas to accommodate all of the region's future population
growth as well as a distribution of future employment. More specifically, the vision scenario will
be an *unconstrained* scenario that encompasses a distribution of future housing and employment
at county, jurisdictional and sub-jurisdictional levels (using tables, maps, and narrative) that at
the outset is developed assuming a broad range policies, strategies and incentives primarily
related to land use changes. Furthermore, the vision scenario will be developed to meet the
regional housing target and to the extent practicable to achieve the regional greenhouse gas
targets for 2020 and 2035, and other performance targets.

The vision scenario will be developed as the basis for detailed SCS scenario(s) to be developed
in the second round of scenario planning. Unlike the vision scenario, the detailed SCS
scenario(s) will be more constrained from a growth and transportation investment standpoint to
meet the SB 375 requirement that the growth distribution pattern encompassed in the SCS and
the policies and assumptions that support the distribution be realistically attainable. The detailed
scenarios also will bring into play more of the transportation and other GHG redirection
strategies that we discussed with these committees during the target-setting process earlier this
year. A key outcome of the detailed SCS scenario(s) analysis will be the identification of a

preferred SCS scenario. The preferred SCS scenario may become the Draft Sustainable Communities Strategy.

Staff proposes to develop a Draft SCS that is jointly supported by the regional agencies, local jurisdictions, CMAs and other key stakeholders, that provides a strategy for a sustainable regional growth pattern, that is integrated with the regional transportation network (including supportive transportation policies and financial incentives). The 8-year allocation of housing need encompassed in the Regional Housing Needs Allocation (RHNA) will also be consistent with the Sustainable Communities Strategy.

Developing the Vision Scenario
The involvement of the local jurisdictions, CMAs, stakeholders and the general public in developing the ultimate SCS is critical. Below is a summary of the key steps and timeline for developing the initial vision scenario by February 2011. Due to the limited time available between now and that date, we expect that there may need to be significant modifications between release of the vision scenario in February and release of a draft SCS by the end of the next calendar year. But we need to start somewhere, and the vision scenario is where we will make our start. It will build on the considerable body of planning work and public engagement that ABAG and MTC have conducted in our joint growth efforts over the past decade.

Overview of SCS to City Councils
In November 2010, ABAG and MTC will provide local jurisdictions with a template staff report and related PowerPoint presentation describing the Sustainable Communities Strategy and the process for local input throughout the year, to be presented at their respective city councils and boards of supervisors. It is expected that most reports will be presented in January 2011 after newly elected policymakers have begun their terms. This presentation will provide the context for the release of the Vision Scenario by February 2011.

County/Corridor Engagement
In addition to the Regional Advisory Working Group (RAWG), which is a key forum that includes a broad cross section of local governments, CMAs, and stakeholders, County/Corridor working groups are being established to facilitate engagement among local jurisdictions at a sub-regional level. The C/C working groups will be utilized to gather preliminary and conceptual input into the vision scenario, to vet the vision scenario upon its release, and to continue the detailed dialogue that will lead to the preferred SCS scenario.

The C/C working groups include planning directors, CMA staff representatives, and other staff representatives (e.g. transit agencies, public health) identified at the county level. The goal of the C/C working groups is to provide an opportunity for all of the region's jurisdictions to participate in the SCS process and to provide ongoing information to, and input from, local officials through staff reports by working group members to their city councils or boards of supervisors as the SCS process evolves through 2011.

In some parts of the region, working groups may be established along major transportation corridors within or across county boundaries to provide for inter-jurisdictional dialogue within sub-regions that are not related to county boundaries. Dialogue among member representatives

of County/Corridor working groups as well as congestion management agency and regional agency staff will be facilitated at meetings within the respective county/corridors and through an online communication and file sharing tool for working group members.

Local government input into the Vision Scenario is only a starting point for local input in the development of the SCS. Feedback will be gathered through the county/corridor working groups relative to the Vision Scenario after its release in February 2011, the Detailed Scenario(s) to be developed between February 2011 and July 2011, and the Preferred Scenario to be developed between July 2011 and the end of the year. This input will be critical to the development of a feasible Sustainable Communities Strategy.

Public Participation
In addition to the county/corridor engagement, ABAG and MTC will also involve stakeholders and the public in the development of the various alternative scenarios throughout 2011. We will seek input on priorities and tradeoffs via a web survey to be posted on OneBayArea.org. ABAG and MTC will also hold Roundtable Dialogues to seek out priorities at a minimum of four meetings held around the region, including in the North Bay, South Bay, San Francisco/Peninsula and East Bay. Participants would include executives from regional agencies, local government representatives and leaders from a range of key stakeholder groups (business, environment, public health and social equity organizations).

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OneBayArea

Sustainable Communities Strategy
County/Corridor Engagement:

IDENTIFYING PLACES AND POLICIES
FOR SUSTAINABLE DEVELOPMENT

Since the introduction of SB375, the Bay Area's regional agencies have indicated that the Sustainable Communities Strategy (SCS) would be developed in partnership with both local jurisdictions and Congestion Management Agencies (CMAs) through an iterative process. This report describes Place Types as a tool of local-regional exchange to identify places and policies for sustainable development. This tool will assist local jurisdictions and regional agencies in the distribution of housing and employment for the Vision and Detailed Scenario of the Bay Area's first Sustainable Communities Strategy (SCS). The intent of the SCS is to provide a strategy for a sustainable regional growth pattern that is supported by and integrated with the regional transportation network, including supportive transportation policies and financial incentives.

This report describes first the Vision Scenario Approach as the process within which we will begin to use the Place Types Framework. Second, it describes the Place Type framework, including definition and use of the Place Types as well as the proposal of new types by local jurisdictions. And, third, it describes the potential policies, strategies and incentives that can be considered by local jurisdictions to support compact, sustainable development related to the selected Place Types.

1. VISION SCENARIO APPROACH

By February 2011, ABAG and MTC will release a SCS Vision Scenario in partnership with local jurisdictions and CMAs, along with input from stakeholders and the general public, through an iterative process. The key objectives of the Vision Scenario planning effort are to articulate the region's vision of future land-uses and build local support for a sustainable regional growth pattern.

The Vision Scenario will identify places to accommodate all of the region's future population growth as well as a distribution of future employment assuming a broad range of land-use and transportation-related policies, strategies and incentives. This is an *unconstrained* scenario that describes growth at county, jurisdictional and sub-jurisdictional levels (using tables, maps, and narrative). It will be developed to meet the regional housing target and to the extent practicable to achieve the regional greenhouse gas targets for 2020 and 2035, and other performance targets.

The Vision Scenario will provide a point of reference for the in-depth conversation and exchange among local jurisdictions and regional agencies on land use and transportation

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strategies to draft the SCS Preferred Scenario between February and December 2011. (For a more detailed description of the Vision Scenario see SCS County/Corridor Engagement: Vision Scenario memo, November 12, 2010,)

2. PLACE TYPES FRAMEWORK

A major goal of the SCS is to accommodate our population growth and distribute it in a manner that reduces greenhouse-gas emissions from light-duty vehicles. This will occur largely through the reduction of vehicle miles traveled (VMT). VMT can be reduced by decreasing the number of trips, shortening trip length, sharing rides, or increasing transit, walking and biking.

VMT can also be reduced given the characteristics and location of a place. VMT can vary based on the *characteristics* of the place itself such as the mix and intensity of land uses, quality of streets and sidewalks, directness and efficiency of its internal connections, availability and cost of parking, affordability of housing, diversity of jobs, or match between jobs and housing. VMT can also vary according to the *location* of a selected place relative to other places such as the complementary characteristics of adjacent places and location of a given place relative to the transportation network, both transit and roads.

The *characteristics* and *location* of places where growth occurs directly impact the quality of life, economic vitality, community character and other factors that are equally, if not more important factors than VMT in the day-to-day lives of Bay Area residents.

These *characteristics* and *location* of places defined the Place Types Framework. In a large and diverse region such as the Bay Area, the Place Types Framework will help us consider appropriate places for sustainable growth. Each place type shares common sustainability characteristics such as housing density, transit accessibility, and urban qualities. The Place Types are based in part on the Station Area Planning Manual developed by the Center for Transit Oriented Development in 2008. It has been utilized to identify and assess Priority Development Areas (PDAs) and to guide the MTC's Station Area Planning Program. The Place Types outlined in the manual are: Regional Center; City Center; Suburban Center; Transit Town Center; Urban Neighborhood; Transit Neighborhood; and, Mixed Use Neighborhood. The manual can be downloaded at www.bayarevision.org/inititatives/planninggrants.

For the purposes of the SCS, Place Types will be used to identify a wide range of areas that could accommodate compact, sustainable growth beyond PDAs and/or transit stations areas. For example, some jurisdictions have identified employment areas such as large, single-use office parks as appropriate locations for future housing and mixed-use development. Other jurisdictions have identified suburban or rural areas that are currently auto-oriented with limited existing or proposed transit, but have the potential for mixed-use, infill, pedestrian oriented development.

What is a Place Type?

A place type groups neighborhoods or centers with similar sustainability characteristics and physical and social qualities such as the scale of housing buildings, frequency and type of transit, quality of the streets, concentration of jobs, range of services, or cultural events. Place Types are vision oriented; they capture the key desirable sustainability features of a given community over a long term. Some place types (e.g. Regional Center) describe places that play a major role in the regional economy, have major transit infrastructure, and bring workers from throughout the region. Other places described by place types (e.g. Transit Town Center) are planned as mixed- use neighborhoods that are predominantly residential with primarily local serving jobs and services and transit connectivity to large cities in the region. Each place type represents a unique set of challenges towards sustainable growth. The general similarities that will define the Place Type Framework *"can help planners, citizens, and elected officials quickly and easily understand the key planning considerations and expectations for the character, role, and function of different types of places."* (Center for Transit Oriented Development 2008)

Confirming, Revising, or Establishing Place Types

Through December 2010, local governments participating in the County/Corridor working groups will provide input regarding places of great potential for sustainable development to inform the SCS Vision Scenario. Places will include Priority Development Areas (PDAs) and other types of infill areas with capacity for significant sustainable growth. Each place will have a Place Type designation. Confirmation, revision, or establishment of Place Types will be facilitated using the Station Area Planning Manual as a guide. County/Corridor working groups will also provide input on the set of policies and strategies that will guide the development of those selected places. Regional agencies staff will provide a form to gather this input.

> ### Priority Development Areas
>
> In the San Francisco Bay Area Priority Development Areas (PDAs) provide a starting point for the designation of Place Types. Within the region's existing urbanized footprint and connected by high-quality transit, PD As are neighborhoods that local governments have identified as capable of taking on more housing and in some cases employment growth. There are currently more than 120 Priority Development Areas in 60 jurisdictions. Together they encompass less than 3 percent of the region's land area but based upon currently adopted plans have capacity for over half of the region's growth in households to 2035. Understanding the capacity of the region's PDAs including the impact of transit improvements and capital infrastructure investments is an important consideration relative to the development of the SCS.
>
> PDAs have been assigned Place Types from the CTOD framework either at the time of submittal by the respective local jurisdiction for adoption by the regional agencies; by the local jurisdiction participating in the PDA Assessment process; or, where the local jurisdiction had not selected a Place Type by the regional agency planning staff.

3

Local jurisdictions with PDAs are requested to:

1. Review and confirm the accuracy of the current Place Type designation for their jurisdiction's PDAs based upon the existing adopted plans, existing or planned transit mode/service; major planning and development challenges; and, the existing incentives and policies to address those challenges compared with the SAPM Place Type Identification Questions (p.14-15) and Place Type Development Guidelines (p. 18-19).

2. Using the SAPM Identification Questions and Development Guidelines consider an alternative future for the SCS Vision Scenario:

    (a) Assess if the Place Type for the PDA(s) could be strengthened or changed to a Place Type that encompasses a more robust housing mix, a larger number of units, and/or higher net project densities given more funding, incentives and policy support.

    (b) If changed, what would the future performance or Place Type be? What policies, incentives, strategies would support a higher level of growth? (Suggested policies, strategies, and incentives are listed in the last section of this memo).

Residential and Commercial Areas of Potential Opportunities

In a large and diverse region there are a broad range of places that might develop in a more sustainable way and together provide for more vital communities and a more sustainable regional growth pattern. MTC/ABAG encourages local jurisdictions to identify places for sustainable growth including areas that are not PDAs, do not meet the Station Area Planning Manual Guidelines (e.g. lack of adequate transit) and/or have not been identified by regional agency staff. In identifying these areas, local jurisdictions should consider how identification of these areas in the SCS would serve to reduce VMT, and provide for a more compact, sustainable regional development pattern.

The SCS Place Type Framework encompasses two generic Place Types in addition to the Place Types identified in the Station Area Planning Manual: Residential Areas and Commercial Areas of Potential Opportunities. MTC/ABAG staff used existing residential density, commercial intensity data (and a working knowledge of the region's communities) to identify those areas. They represent places beyond the PDAs that have relatively high density and/or intensity development compared to most of the region. In some cases the identified Residential Areas lack significant existing transit, but function as walkable urban neighborhoods with some mix of residential and non-residential uses.

Many of the Commercial Areas identified are large office campuses that draw employees from significant distances despite a lack of robust transit service. Changes beyond their current single purpose functions, perhaps through expanded transit connectivity and/or the addition of housing and other amenities, is an

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important consideration given the preponderance of single-use office parks in the region.

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Local jurisdictions with Residential or Commercial Areas of Potential Opportunities or those proposing new places are requested to determine:

1. What Residential and Commercial Areas should not be included for sub-jurisdictional consideration in the SCS process? What changes to boundaries should be included? What New Areas should be included in the SCS process? MTC/ABAG will remove, revise or add those areas.

2. For inclusion in the SCS, local jurisdictions should assign a Place Type based upon the community's long-term plan or vision for the area using the Station Area Planning Manual (Place Type Identification Questions p.14-15 and Place Type Development Guidelines p. 18-19) as a guide.

3. If none of the Place Types described in the manual are applicable, provide a brief narrative and information on related to FAR, density, and other factors outlined in the Place Type Information Form provided by MTC/ABAG.

4. Describe what policies, incentives, and/or strategies would support compact, sustainable growth in the identified area(s). (Suggested policies, strategies, and incentives are listed below).

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3. POLICIES, INCENTIVES AND IMPLEMENTATION STRATEGIES

The following list encompasses a selection of policies, incentives and implementation strategies that local jurisdictions can use as a reference to consider supportive mechanisms that would provide for additional growth in areas that are identified for compact, sustainable development. MTC/ABAG view this list as a starting point and encourage local jurisdictions to identify and provide feedback regarding other policies, strategies, and/or incentives deemed to be helpful in advancing focused growth.

Policies and Incentives

Entitlement
- Improvement in the entitlement process
    - Expedited permit process
    - CEQA relief
    - Programmatic EIR in place
- Improvements in quality though building design
- Implementing commercial linkage fees
- Obtaining public subsidies
    - Tax credits
    - Infrastructure improvement districts
    - Community impact development fee
    - Grants
    - Low-interest loan

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Land Use and Development Policy
- Increasing density of housing and employment at appropriate locations
  - Increase height limits
  - Refine height limits to align with construction costs, market conditions
  - Design changes that would allow increased in density or FAR
- Strengthening or creating employment centers that provide non-automobile access to a wide range of residents by skills and income
- Creation of new urban growth boundaries
- Retention of existing urban growth boundaries
- Development of transit corridors with complementary jobs and services
- Provision of a wide range of transit accessible housing types

Implementation Strategies

Infrastructure
- Major improvement in utilities
- Major improvements in street quality
- Elevated funding for and ready availability of planning and capital infrastructure grants/loans (e.g., TLC)

Affordable Housing
- Retention of existing affordable units
  - Deed restriction
  - No loss of existing affordable units policy
  - Anti-displacement policies
- Provision of affordable housing requirements through zoning
  - Inclusionary zoning
  - Density bonus

Transportation
- Transportation Demand Management
  - Telecommuting
  - Compressed work weeks
  - Ride-sharing
- Implementation of major transit improvements
  - New or improved fixed rail stations
  - Expansion of transit capacity or frequency
  - Shuttles, carpools
- Alternative mode infrastructure investments
  - Pedestrian
  - Bicycle
  - Transit

Complete communities
- Improvement of walkable places
  - Street improvement
  - Access to destinations

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- o Access to transit
- o Improved public safety
- Expansion of services, shops, and entertainment at appropriate places
  - o Plans and zoning supporting mixed uses
  - o Design guidelines to support development of commercial uses
  - o Provision of needed services
- Improvement of school quality and access
  - o Improve students' performance
  - o Improve infrastructure
  - o Improve non-auto access to schools
- Improve quality of and access to parks
  - o Creation of new parks in needed areas
  - o Physical improvement and maintenance
  - o Improve pedestrian access to parks

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Sustainable Communities Strategy Planning Process: Phase 1 Detail for 2010*

Phase 1: Performance Targets and Vision Scenario

OneBay**Area**

Phase One Decisions:
- GHG Targets
- Performance Targets
- Public Participation Plan

October 2010

	March	April	May	June	July	August	September	October	November	December
Policy Board Actions										

Local Government and Public Engagement

- GHG Target Workshop
- Local Government Summit
- CARB/Bay Area GHG Workshop
- Regional Response to CARB Draft GHG Target
- MTC Policy Advisory Council
- Leadership Roundtable Meetings
- Revised Draft Public Participation Plan
- Final Public Participation Plan

Draft Public Participation Plan

County/Corridor Engagement on Vision Scenario

- ABAG Regional Planning Committee
- Regional Advisory Working Group
- Executive Working Group
- County and Corridor Working Groups

Milestones

- Projections 2011 Base Case Development
- CARB Releases Draft GHG Target
- CARB Issues Final GHG Target
- Adopt Methodology for Jobs/Housing Forecast (Statutory Target)
- Projections 2011 Base Case
- Adopt Voluntary Performance Targets

Develop Vision Scenario

Policy Board Action

- MTC ABAG JPC (May)
- MTC ABAG JPC / MTC Commission (July)
- MTC ABAG JPC (September)
- MTC ABAG JPC / ABAG Executive Board (November)
- MTC ABAG JPC / MTC Commission (December)

2010

*Subject to change

Legend:
- Meeting for Discussion/Public Comment
- Policy Board Actions
- JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment
- Decision
- Document Release

ABAG - ABAG Administrative Committee
JPC - Joint Policy Committee
MTC - MTC Planning Committee

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

Phase 2: Scenario Planning, Transportation Policy & Investment Dialogue, and Regional Housing Need Allocation

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Phase Two Decisions:
- Vision Scenarios
- Financial Forecasts
- Detailed SCS Scenarios
- RHNA Methodology
- Preferred SCS Scenario
- Draft RHNA Plan

Scenario Planning

Transportation Policy and Investment Dialogue

Regional Housing Need Allocation

Local Government and Public Engagement

Targeted Stakeholder Workshop

Targeted Stakeholder Workshop and County Workshops

Targeted Stakeholder Workshops and County Workshops

Web Survey — Telephone Poll

Web Activity: Surveys, Updates and Comment Opportunities — Telephone Poll

Public Hearing on RHNA Methodology

ABAG Regional Planning Committee

MTC Policy Advisory Council

Regional Advisory Working Group

Executive Working Group

County and Corridor Working Groups

Milestones

Release Vision Scenario

Develop Draft 25-Year Transportation Financial Forecasts and Committed Transportation Funding Policy

Call for Transportation Projects and Project Performance Assessment

Start Regional Housing Need Allocation (RHNA)

Detailed SCS Scenario(s) Development

Release Detailed SCS Scenario(s)

Technical Analysis of SCS Scenario(s)

SCS Scenario Results/ and Funding Discussions

Release Preferred SCS Scenario

Approval of Draft SCS

Release Draft RHNA Methodologies

State Dept. of Housing & Community Development Issues Housing Determination

Adopt RHNA Methodology

Release Draft RHNA Plan

Policy Board Action

MTC ABAG JPC

ABAG Executive Board — MTC Commission

ABAG Executive Board

ABAG Executive Board

ABAG Executive Board — MTC Commission

ABAG Executive Board — MTC Commission

Policy Board Actions

January/February 2011	March	April	May/June	July	August	September	October	November	December	January/February 2012

October 2010

*Subject to change

Meeting for Discussion/Public Comment

JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment

Decision

Document Release

JOINT document release by ABAG, JPC and MTC

ABAG - ABAG Administrative Committee
JPC - Joint Policy Committee
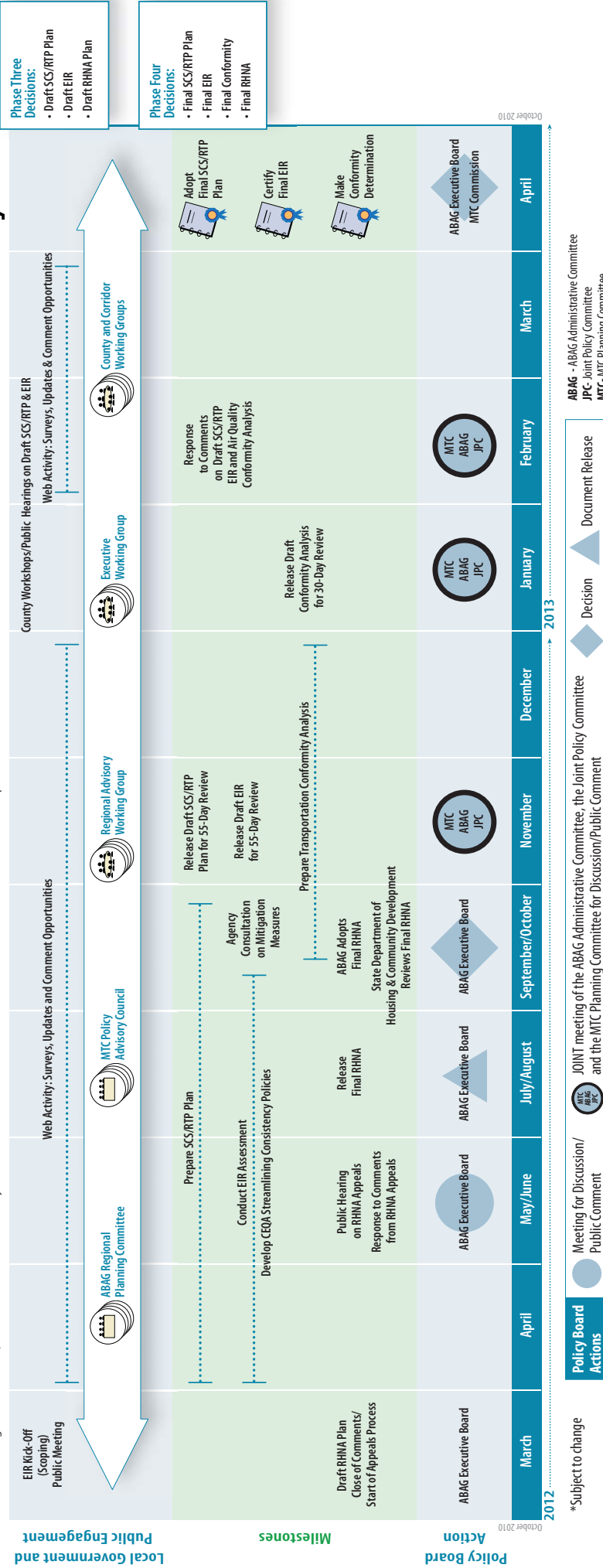**MTC** - MTC Planning Committee

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Sustainable Communities Strategy Planning Process: Phases 3 & 4 Details for 2012–2013*

Phase 3: Housing Need Allocation, Environmental/Technical Analyses and Final Plans

Phase 4: Plan Adoption

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Phase Three Decisions:
- Draft SCS/RTP Plan
- Draft EIR
- Draft RHNA Plan

Phase Four Decisions:
- Final SCS/RTP Plan
- Final EIR
- Final Conformity
- Final RHNA

Local Government and Public Engagement

EIR Kick-Off (Scoping) Public Meeting

Web Activity: Surveys, Updates and Comment Opportunities

County Workshops/Public Hearings on Draft SCS/RTP & EIR

Web Activity: Surveys, Updates & Comment Opportunities

ABAG Regional Planning Committee

MTC Policy Advisory Council

Regional Advisory Working Group

Executive Working Group

County and Corridor Working Groups

Milestones

Prepare SCS/RTP Plan

Conduct EIR Assessment

Develop CEQA Streamlining Consistency Policies

Agency Consultation on Mitigation Measures

Release Draft SCS/RTP Plan for 55-Day Review

Release Draft EIR for 55-Day Review

Prepare Transportation Conformity Analysis

Release Draft Conformity Analysis for 30-Day Review

Response to Comments on Draft SCS/RTP EIR and Air Quality Conformity Analysis

Public Hearing on RHNA Appeals
Response to Comments from RHNA Appeals

Release Final RHNA

ABAG Adopts Final RHNA

State Department of Housing & Community Development Reviews Final RHNA

Adopt Final SCS/RTP Plan

Certify Final EIR

Make Conformity Determination

Policy Board Action

Draft RHNA Plan
Close of Comments/
Start of Appeals Process

ABAG Executive Board

ABAG Executive Board

ABAG Executive Board

ABAG Executive Board

ABAG Executive Board

MTC ABAG JPC

MTC ABAG JPC

MTC ABAG JPC

ABAG Executive Board
MTC Commission

2012

March	April	May/June	July/August	September/October	November	December	January	February	March	April

2013

October 2010

*Subject to change

Meeting for Discussion/Public Comment

JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment

Decision

Document Release

ABAG - ABAG Administrative Committee
JPC - Joint Policy Committee
MTC - MTC Planning Committee

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Sustainable Communities Strategy
County/Corridor Engagement:

INTRODUCTION TO BASECAMP –
COUNTY SCS WORKING GROUP FORUM

Background
The Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) are launching a collaborative website for each Sustainable Communities Strategy (SCS) County/Corridor working group using software called Basecamp. The purpose of this site is to share SCS information amongst the various local and county staff involved in helping to develop the SCS and collect feedback on certain documents related to the SCS. This online forum is intended to facilitate engagement among local jurisdictions at a sub-regional level by allowing local, county and regional agency staff to engage outside of in-person meetings and make in-person meetings more constructive. The County/Corridor working groups will be able to utilize Basecamp to provide input into the SCS vision scenario, to vet the vision scenario upon its release, and to continue the detailed dialogue that will lead to the preferred SCS scenario.

Basecamp Structure for Alameda County SCS Working Group
The Alameda County SCS Working Group Basecamp website will include planning directors for each jurisdiction within the County, Alameda County Transportation Commission (ACTC) staff, and ABAG and MTC planning staff. Other county and local jurisdiction staff who will be working more directly on SCS work items may also be included in the Basecamp website.

Participants will receive an invitation from ABAG staff to join the Basecamp website for the Alameda County SCS Working Group. Each user will be asked to create a username and password to access the site.

Once logged in, members of the Basecamp website will see several tabs at the top of the page. The primary tabs that will be used are the "Messages" tab and the "Files" tab. On the Messages page, staff will be posting documents or messages that are meant for feedback or discussion. On the Files page, staff will be posting reference documents, such as the SCS planning process timeline.

If desired, the Alameda County Basecamp website members could be organized by geographic sub-area. In this situation, each Basecamp website member would be a member of the "company" particular to their sub-area. These company groupings would allow sub-area members to easily communicate with other members of their sub-area.

Each member of the Alameda County Basecamp website can post messages and documents to share. Members can choose to notify all Basecamp website members, a subset of individual members, or only their sub-area company members (if sub-areas are established) via email. However, the members of each company will still be able to view messages and documents posted by the other groups.

In some parts of the region, working groups may be established along major transportation corridors within or across county boundaries to provide for inter-jurisdictional dialogue within sub-regions that are not related to county boundaries. Separate Basecamp websites may be set up to facilitate this inter-jurisdictional dialogue.

A number of "categories" will be available in order to help keep messages and documents organized by topic area and/or geography. Members will be asked to select the appropriate category for each posted message and document. More information on specific categories will be forthcoming.

Next Steps
Local government input into the initial Vision Scenario is the starting point for local input in the development of the SCS. Feedback will be gathered through County/Corridor working group meetings and the Basecamp website in order to develop the initial Vision Scenario by the end of December 2010. The Vision Scenario will be released in February 2011. Additional feedback from the working groups will be gathered on the Detailed Scenario(s) to be developed between February 2011 and July 2011, and the Preferred Scenario to be developed between July 2011 and the end of the year. Please refer to the Initial Vision Scenario Development memo for additional details regarding working group engagement on the scenarios.