# Plan BayArea

## Sustainable Communities Strategy Overview and Role of the City of Albany

**Presentation Template Prepared by the Association of Bay Area Governments for Presentation for City Councils and Boards of Supervisors - January 2012**

# SB 375: a 2008 California Law

- Requires that each region develop a Sustainable Communities Strategy (SCS) as part of its Regional Transportation Plan (RTP).

- The SCS is a forecasted development pattern that will identify locations and a transportation network to handle new growth, with specific housing, employment, and environmental goals

- Does not change local control, but should give new incentives to jurisdictions planning for sustainable growth

- Connects to Regional Housing Needs Allocation (RHNA)

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A Sustainable Communities Strategy to enhance the quality of our neighborhoods and natural environment
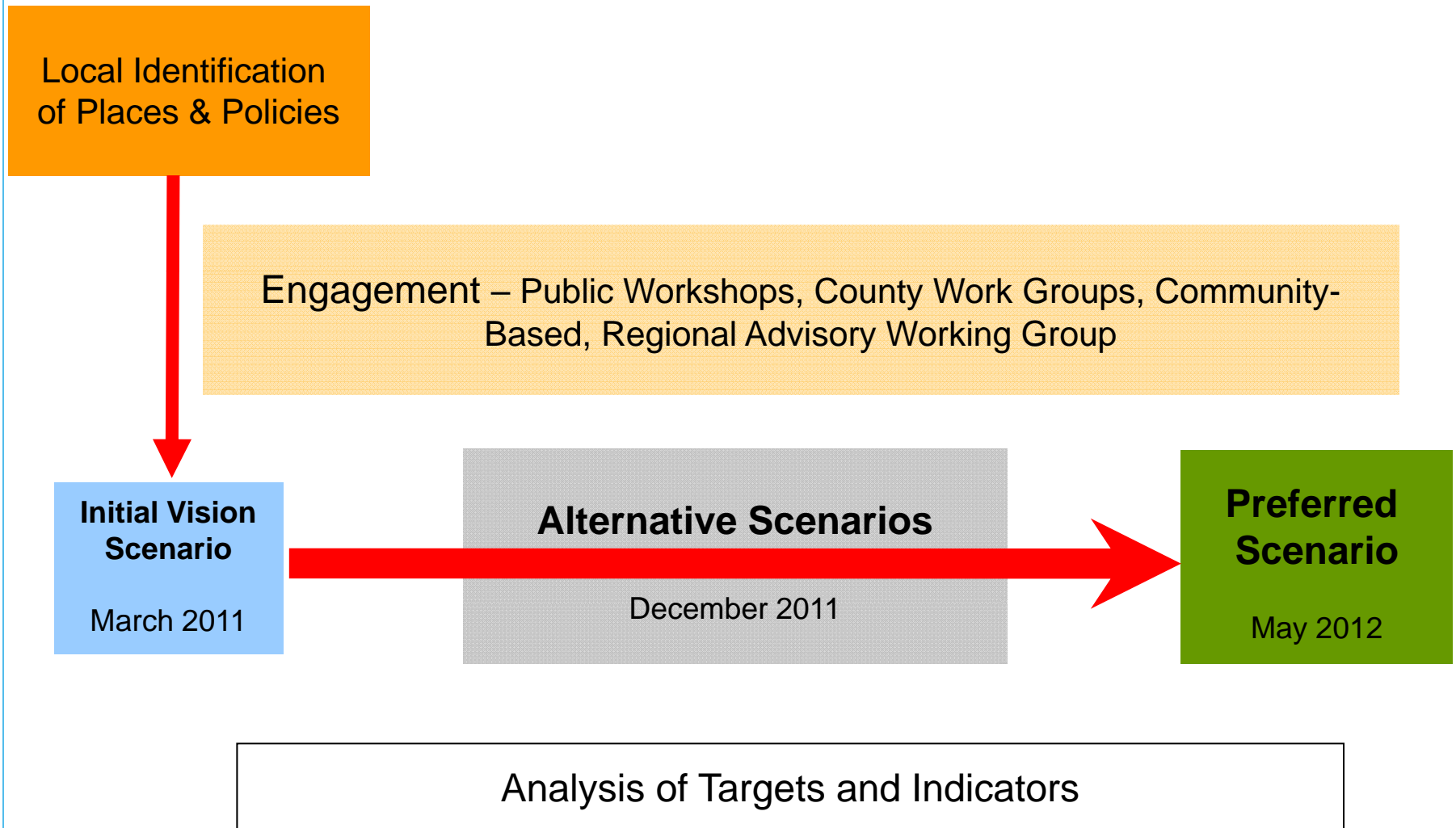
- It accommodates most growth within five percent of our regional land to preserve natural resources and reduce consumption of water and energy.

- It brings jobs, housing, services and amenities closer together to improve the quality of life of all residents.

- It provides a wide range of transportation options.

# Sustainability Vision in the City of Albany

- **Climate Action Plan**

- **Priority Development Area for San Pablo/Solano Mixed Use Neighborhood**

- **Green Building Program**

- **Active Transportation Plan**

- **Initiation of New General Plan**

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# SCS Development

Local Identification of Places & Policies

Engagement – Public Workshops, County Work Groups, Community-Based, Regional Advisory Working Group

**Initial Vision Scenario**

March 2011

**Alternative Scenarios**

December 2011

**Preferred Scenario**

May 2012

Analysis of Targets and Indicators

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# Working towards an SCS

- Developed land use scenarios where cities and counties self-identified possible locations for future housing and jobs (Priority Development and Growth Opportunity Areas)

- ABAG and Housing Methodology Committee proposing that 70% of RHNA distribution be located in PDAs consistent with the SCS

- Refinement of  transportation network options

- Develop One Bay Area grant to support local implementation of SCS, managed by County

- Identify policies to support SCS Implementation

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# Land Use Scenarios 2010 - 2040

Vision Scenarios 1 and 2: Unconstrained resources available to support high growth

- 1 million housing units

- 1.5 million jobs

Scenarios 3, 4, and 5: More realistic resource availability and reasonable planning assumptions

- ¾ million housing units

- 1 million jobs

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# Land Use Scenarios 2010 – 2040
## Three land use patterns of reasonable planning

| | |
|---|---|
| **Core Growth** | *Concentrates growth at selected PDAs along the core transit network.* |
| **Focused Growth** | *Growth in PDAs throughout the region with an emphasis on major transit corridors.* |
| **Outward Growth** | *Higher levels of growth in inland areas; closer to past trends.* |

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# Transportation Scenarios 2010 - 2040

**1. Transportation 2035 Network**

- Maintain the transit network adopted in 2009; investments in maintenance and expansion at similar levels



**2. Core Capacity Transit Network**

- Reduces roadway expansion and boosts core transit service and frequency



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# Performance of five alternative scenarios
## Framework for policies and strategies

- **Key Objective – Advance Bay Area's Economic Growth**

- **Example Performance Target – Increase Gross Regional Product target by 90%**

- **Performance of alternative scenarios = 113 to 134%**

  - Economic policies and strategies might include:

    - Provision of affordable housing

    - Provision of flexible space for changing industries

    - Adjustments in labor force skills

    - Support growth in major employment centers

    - Increase access to office parks

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# Performance of five alternative scenarios
## Framework for policies and strategies

- **Greenhouse Gas (GHG) reduction target = 15%**

- **Performance of alternative scenarios = 8 to 9 %**

- **Strategies to further reduce GHG could include:**

  - Smart Driving Campaign

  - Bicycle Network

  - Safe Routes to Schools

  - Electric Vehicle Strategy

  - Telecommuting

  - Parking Pricing

  - Further Density Increases near Transit



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# Performance of five alternative scenarios
## Framework for policies and strategies

- **Housing target - provide housing for 100% of all population**

- **Performance of alternative scenarios = 98 to 100% assuming appropriate housing policies and investments**

- **Housing policies and investments could include:**

  - Increasing public funding for affordable housing

  - Policies to preserve and improve existing affordable housing

  - Streamlining of development process

  - Increase safety and school performance

  - Appropriate job growth



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# Performance of alternative scenarios
## Framework for policies and strategies

- **Key Objective – Address Equity Challenges related to Affordability and Accessibility**

- **Example Performance Target – Reduce Housing and Transportation Costs by 10%**

- **Performance of Alternative Scenarios = Increase up to 9%**

- **Equity policies and strategies could include:**

  - Increasing affordable housing funding

  - Encouraging a variety of housing choices

  - Improved transit access, pedestrian and bicycle amenities

  - Increasing accessibility by bringing jobs and housing closer together and closer to transit

  - Improved community engagement

  - "Complete Community" planning that addresses schools, parks cultural centers and services

# Linking long term sustainability, housing needs and local funding



http://www.mtc.ca.gov/funding/onebayarea/
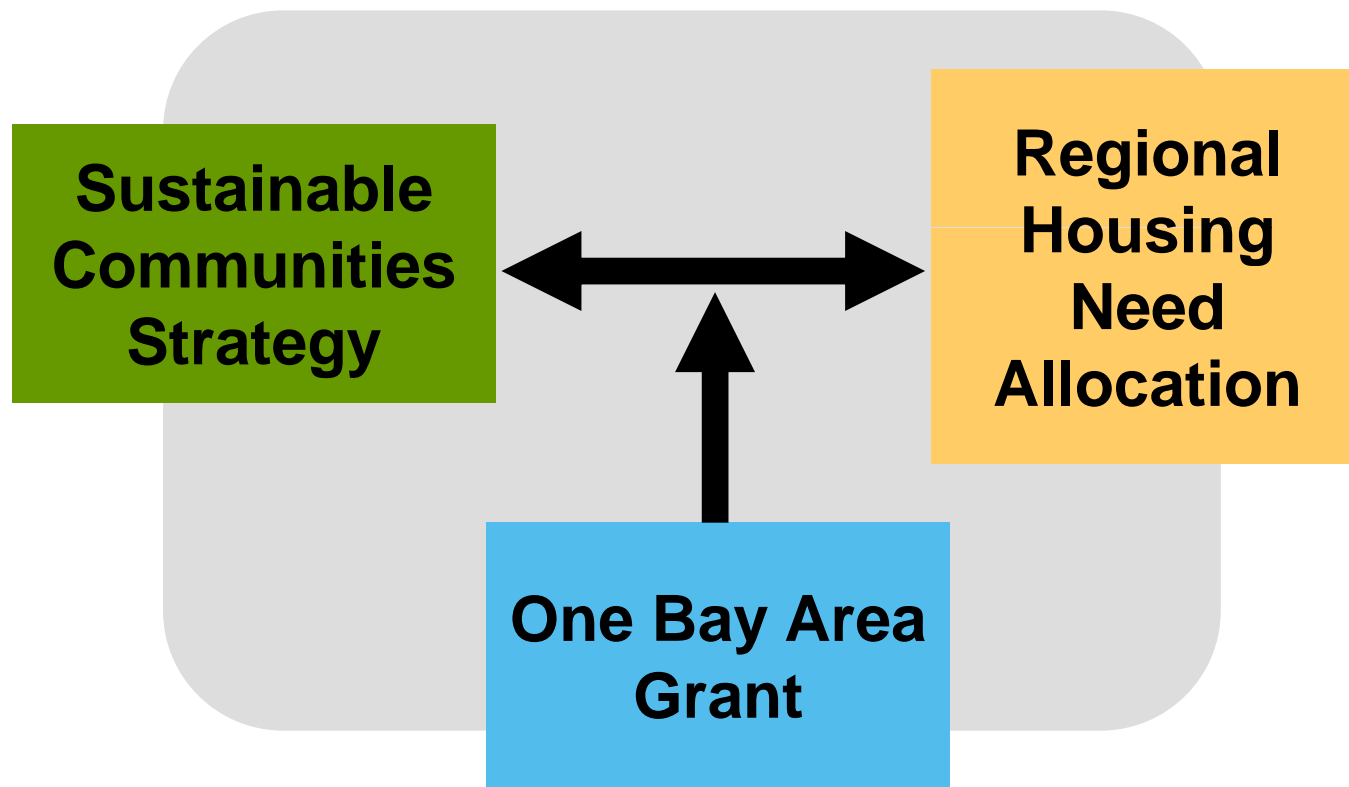
# Upcoming Milestones

- **Jan. 2012:** Public Workshops

- **March 2012:** Release Draft Preferred Scenario, Preliminary RHNA Methodology, Draft OneBayArea Grant

- **May 2012:** Approval of Preferred Scenario; RHNA Methodology, and OneBayArea Grant

- **Nov. 2012:** Release Draft SCS/RTP and Draft EIR

- **April 2013:** Adopt SCS/RTP, Certify EIR





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# Sustainability Efforts in the City of Albany

- **CAP Implementation**
- **Update Green Building Standards**
- **Review Parking Policies**
- **Priority Development Area for San Pablo/Solano Mixed Use Neighborhood**
- **Implementation of Active Transportation Plan**
- **Initiation of New General Plan**

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# Local Input is Critical to SCS Success

**Supporting good places for housing and job growth**
**Supporting open space, agriculture and rural areas**

- What are the essential qualities to be retained, enhanced and developed in our neighborhoods, job centers, county?

- What are critical policies and strategies that regional, state and federal agencies should address?

- What critical plans, policies and investments could be enacted locally?



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