

A G E N D A

REGIONAL PLANNING COMMITTEE

METROCENTER Auditorium

1:00-3:00 P.M. WEDNESDAY, June 2, 2010

Please Note: There will be a pre-meeting workshop “*Trail Planning for California Communities.*” Julie Bondurant, East Bay Regional Park District and Laura Thompson, ABAG/San Francisco Bay Trail will provide an introduction of their new book on the purpose and value of trails in California. The pre-meeting will be held in Conference Room B from 11:30-12:45. Lunch will be provided.

Committee may take action on any item on agenda

1. **Call to Order**
2. **Public Comment**
3. **Approval of Regional Planning Committee Meeting Minutes – April 7, 2010**
4. **Oral Reports/Comments**
 - a. Committee Members
 - b. Staff
5. **INFORMATION: 300 Miles and Counting: The San Francisco Bay Trail Marches Toward Completion**

Laura Thompson, San Francisco Bay Trail Coordinator, will provide an update on the significant progress and some of the challenges of the Bay Trail project as implementation passes the halfway point.
6. **INFORMATION: SB 375 Sustainable Communities Strategy (SCS) – Update and Next Steps**

Ken Kirkey, Planning Director will summarize efforts to date and upcoming tasks on the SB375-related Sustainable Communities Strategy including the public participation plan and the setting of a regional greenhouse gas target.
7. **INFORMATION: Regional Water Quality Control Board’s Municipal Regional Stormwater Permit and San Francisco Estuary Partnership’s Projects to Promote Green Infrastructure Around the Region.**

Jennifer Krebs, Principal Planner, San Francisco Estuary Partnership, will brief the Committee on municipal regional stormwater permit requirements passed by the Regional Water Quality Control Board last fall and successful efforts by the San Francisco Estuary Partnership to secure funding for local governments to undertake Green Infrastructure projects around the region.

ADJOURN

Next meeting: Wednesday, August 4, 2010



A G E N D A

SAN FRANCISCO



ESTUARY
PARTNERSHIP



What is Green Infrastructure?

And how does it mesh with Focus and Other Regional Climate Protection Initiatives?

Jennifer Krebs, San Francisco Estuary Partnership





Municipal Regional Permit (Water Board)

- Provision C.3. Municipalities are to use their planning authorities to include appropriate source control, site design, and stormwater treatment measures in new development and redevelopment projects to address pollutant discharges and prevent increased runoff flows. This goal is to be accomplished primarily through **LOW IMPACT DEVELOPMENT** techniques.

Municipalities covered are Alameda, Contra Costa, San Mateo, and Santa Clara counties, and the cities of Fairfield, Suisun City, and Vallejo



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- Goal: “To reduce runoff and mimic a site’s predevelopment hydrology by
 - Minimizing disturbed areas and impervious cover
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- Underlying principle: treat stormwater as a resource rather than a waste product

Our neighbors to the North

- 10 Year head start in LID to comply with the Endangered Species Act





Portland Green streets (since 2007)



Green Streets Tour Map

5. SE Division Street New Seasons Market

Landscape planters in sidewalk area take street runoff while beautifying a commercial/retail zone.



NATURAL SYSTEM BENEFITS

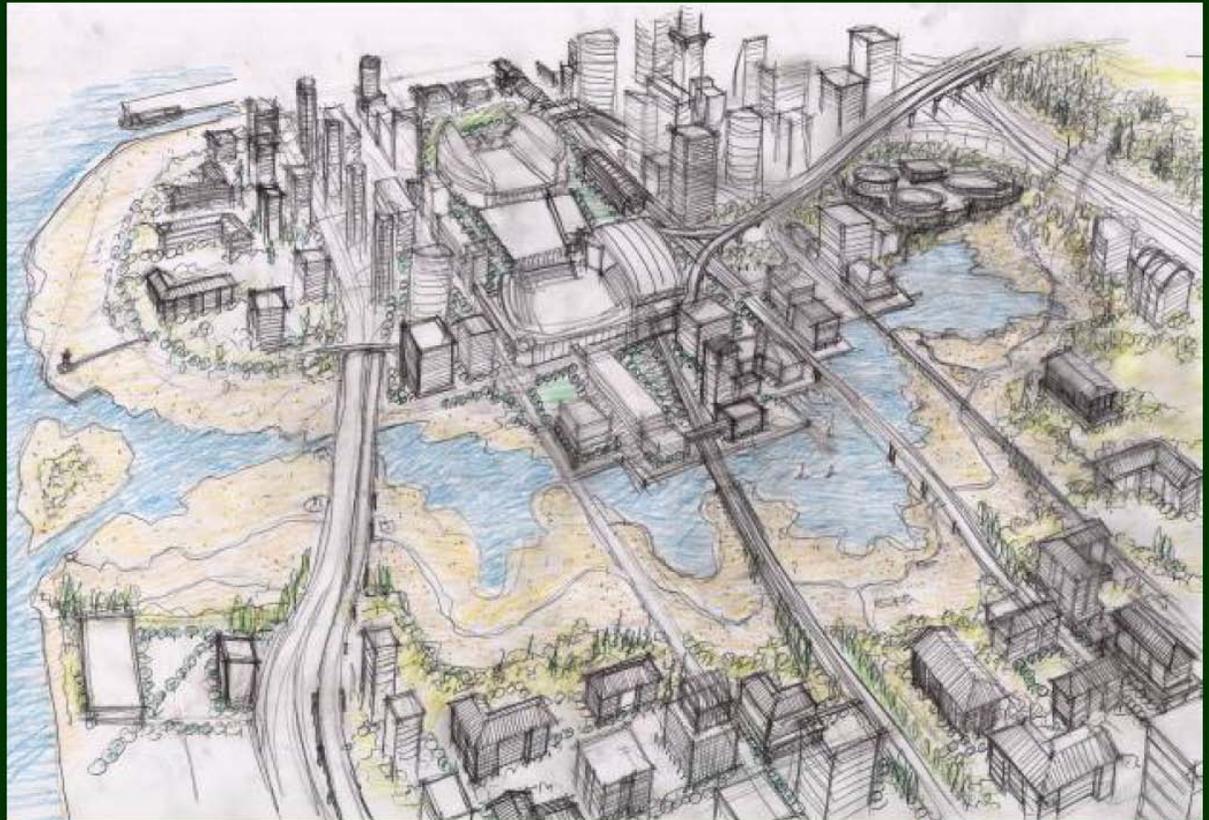
- ✓ Provide Habitat
- ✓ Slowly Release Storm Flow
- ✓ Filter Pollutants
- ✓ Recharge Groundwater
- ✓ Reduce Erosion



Seattle 2100 Green Infrastructure Plan

5. Formalize 20 and 100-y

The Living Lattice: A Network of Neighborhoods



Kenichi Nakano + Peitro Potesta

Integrated, Connected Green Infrastructure





SFEP Programs To Develop Green Infill Around the Region

- El Cerrito Rain Gardens (2009 ARRA)
- Green Infill Clean Stormwater (2007 EPA)
- Estuary 2100 (2008 EPA)
- Estuary 2100: Phase 2 (2009 EPA)





El Cerrito

San Pablo Avenue
A VIBRANT, COHESIVE AND COMMUNITY-STRENGTHENING CORRIDOR



COMMUNITY FACILITIES

A range of programs and facilities provides engaging experiences for people of different ages, backgrounds and abilities.

New connections link existing and new open spaces and community facilities.



Ecologically-friendly design supports sustainability efforts.



San Mateo

Sustainable Green Streets and Parking Lots



The Conventional Approach

For much of the last century, drainage systems have been engineered to quickly collect runoff in underground pipes and carry it away using an "out of sight, out of mind" approach. This design philosophy treats rainfall runoff as a waste, typically does not remove pollutants before stormwater enters natural water bodies, and many people are unaware of the stormwater flowing in pipes underneath city streets when it rains.



Sustainable Stormwater and Green Infrastructure
Sustainable stormwater design treats rainfall runoff as a valuable resource. It is based on balancing urban development while preserving natural hydrological functions. Furthermore, sustainable stormwater design achieves the multiple goals of being cost effective, improving water quality, and addressing community concerns. Mimicking the natural hydrologic function of healthy ecosystems in street and parking lot landscapes can dramatically reduce pollution, decrease runoff volume, reduce runoff temperature, protect aquatic habitat, and create more interesting places to live.

San Mateo County Sustainable Green Streets and Parking Lots Design Guidebook

First Edition - January 2009



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The San Mateo County Sustainable Green Streets and Parking Lots Design Guidebook is intended to help municipal staff, design consultants, developers and builders identify and realize opportunities for green streets and parking lots and overcome common barriers for implementing them. The guidebook won the American Planning Association - California Northern Section's 2009 Award for Innovation in Green Community Planning, recognizing the relevance of its concepts and designs to communities throughout and beyond the San Francisco Bay Area.

The guidebook begins with basic concepts of sustainable stormwater design, including a "toolbox" of site layout and stormwater design strategies. This is followed by a powerful series of illustrations showing "before and after" sketches of green street and parking lot retrofit opportunities for a wide variety of conditions. The guidebook concludes with practical insights on how to overcome obstacles to implementation, offering funding strategies, design and construction details, and real-world examples of green street and parking lot projects in San Mateo County that have been constructed or are in the public review or construction process.

Visit www.flowstobay.org to download the guidebook.



Green Infrastructure

Infrastructure can be designed to minimize its impact on natural drainage systems. Our infrastructure can help maintain the balance of natural drainage systems by capturing, slowing, and absorbing stormwater, as well as filtering the pollutants that urban development introduces.



Example of a green street in Portland, Oregon. The stormwater curb extensions help with traffic calming and provide additional green space to help beautify the neighborhood.

A Healthy Landscape

A healthy, undisturbed landscape acts like a sponge by capturing, absorbing, and slowing the flow of water from the moment a raindrop lands on the ground. Urban development, though, has dramatically impacted natural hydrologic systems by reducing the landscape's absorptive capacity and introducing pollutants.



When Impervious Surface is Created

When the natural landscape is urbanized, impervious surface is created that prevents water from being absorbed at the source. Sediments and pollutants from streets, parking lots, homes, yards, and other sources are washed into pipes where storm water flows to water bodies, typically without any treatment to remove pollutants. Stormwater runoff increases as more and more impervious surface is created. The high volume and velocity of stormwater runoff emptying into creeks and streams may cause flooding and erosion, destroying natural habitat. There is a better approach.

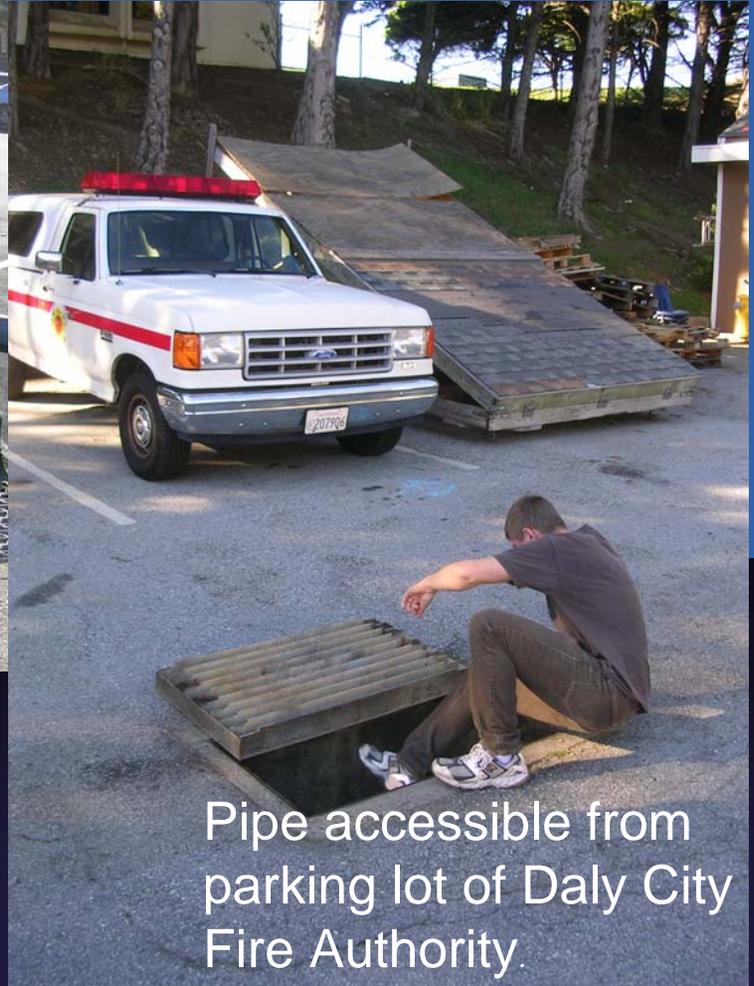




Monitoring the Effectiveness of Green Parking Lots



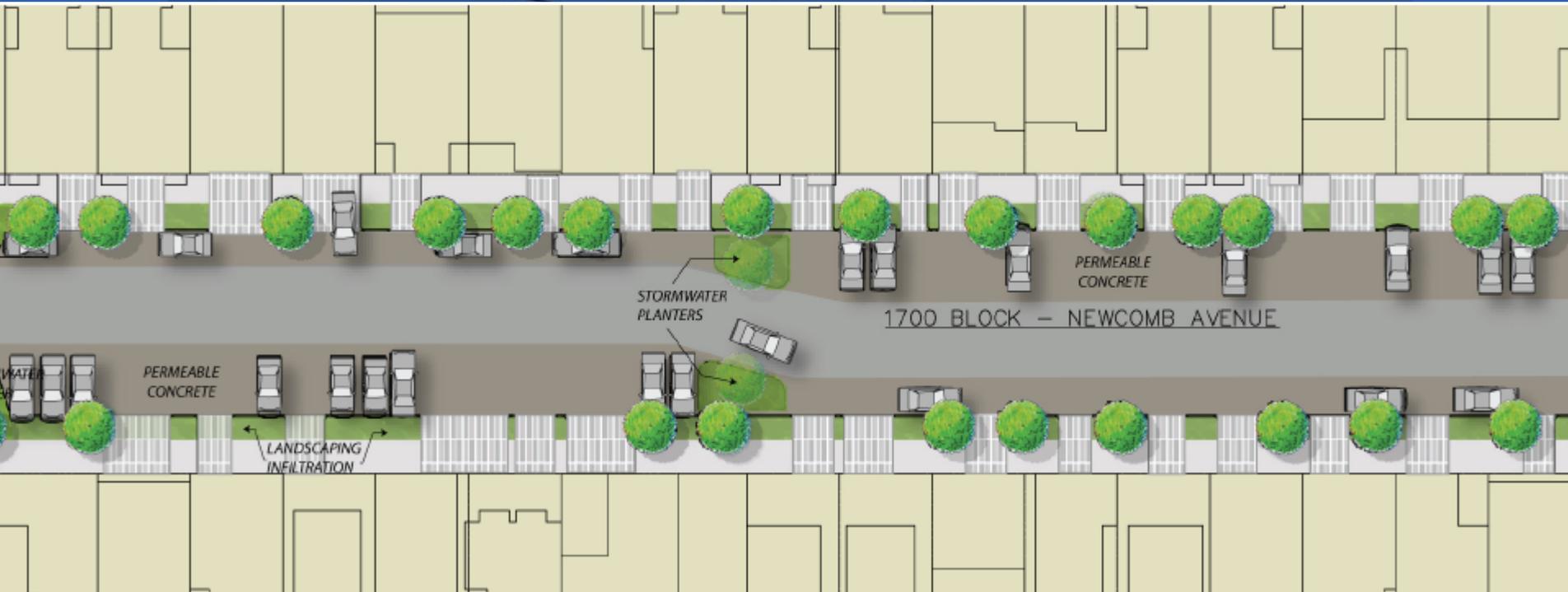
Grassy area will be converted into bioswales and rain gardens



Pipe accessible from parking lot of Daly City Fire Authority.



Monitoring the Effectiveness of Green Streets



Newcomb Ave, SF



Chelsea Marsh-Pinole Creek Restoration



Pinole

Hercules



Richmond Greenway Bioswale





Fremont Tree Well Filters





EarthTeam Environmental Ed & Restoration





Green Solution – Alameda County



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Green Tours – On the Road to Out-Portlanding Portland

- El Cerrito (Nov 2009)
- San Francisco (April 2010)
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- NOAA Estuary Tour (September 2010)



Contact Info

Jennifer Krebs

San Francisco Estuary Partnership

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MEMO

Submitted by: Jennifer Krebs, ABAG Principal Planner, San Francisco Estuary Partnership

To: Regional Planning Committee

Subject: Presentation on the Regional Board's Municipal Regional Stormwater Permit and San Francisco Estuary Partnership (SFEP) Projects to Promote Green Infrastructure in the Bay Area

Date: May 4, 2010

Executive Summary

Last fall, the Regional Water Quality Control Board passed a municipal regional (stormwater) permit (MRP) for Alameda, Contra Costa, San Mateo, and Santa Clara counties, and the cities of Fairfield, Suisun City, and Vallejo. This permit requires municipalities to increase their actions to protect stormwater from pollutants. In addition to traditional stormwater treatment efforts required, the MRP encourages low impact development, also known as green infrastructure, containment methods. These are considered best management practices that comport with the FOCUS program, Bay Friendly Landscaping, and regional climate change initiatives.

San Francisco Estuary Partnership has been successful in finding funds for local governments to undertake Green Infrastructure projects around the region. Staff will provide an overview of such projects; how they can be used by other municipalities as tools for MRP compliance, and how green infrastructure improves the FOCUS program.

Recommended Action

Informational Item

Attachments: Draft powerpoint

"PRE-MEETING" INFORMAL LUNCH DISCUSSION

Trail Planning for California Communities

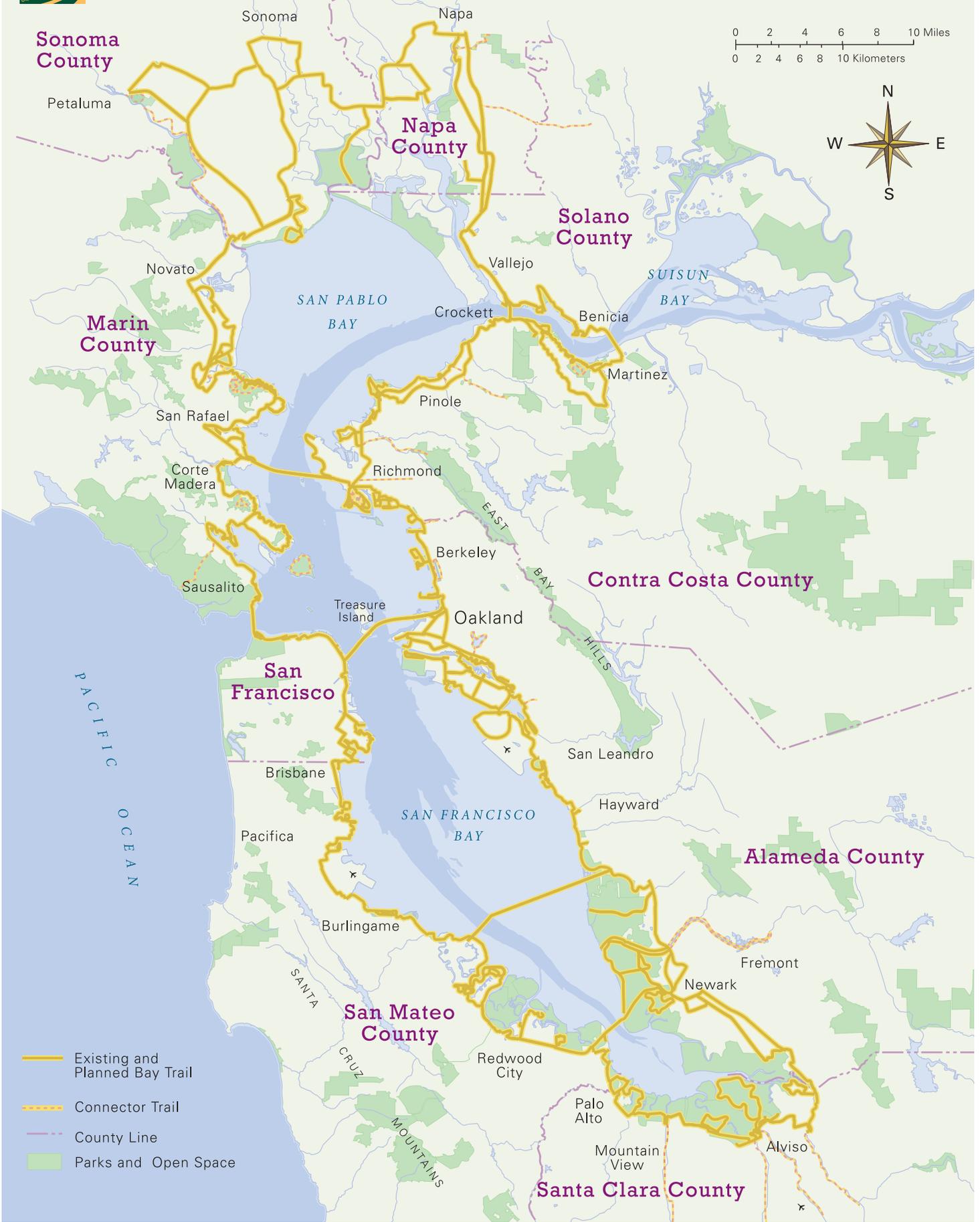
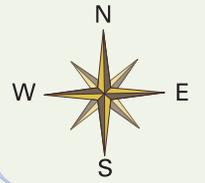
11:30 TO 12:45
IN CONFERENCE ROOM B

There will be a "pre-meeting" informal lunch/ discussion session related to *Trail Planning for California Communities*. Authored by two local trails experts, Julie Bondurant, Senior Park Planner, East Bay Regional Parks District and Laura Thompson, Coordinator of ABAG's San Francisco Bay Trail Project, the publication is an important and informative new reference for policymakers, planners, advocates, developers, and managers of trails.

Come and learn about this comprehensive guide that can be used at all stages of the trail development process.



SAN FRANCISCO BAY TRAIL

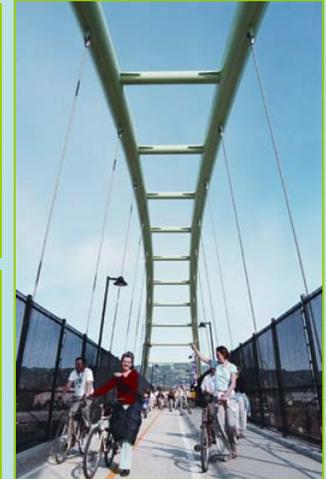


- Existing and Planned Bay Trail
- Connector Trail
- County Line
- Parks and Open Space

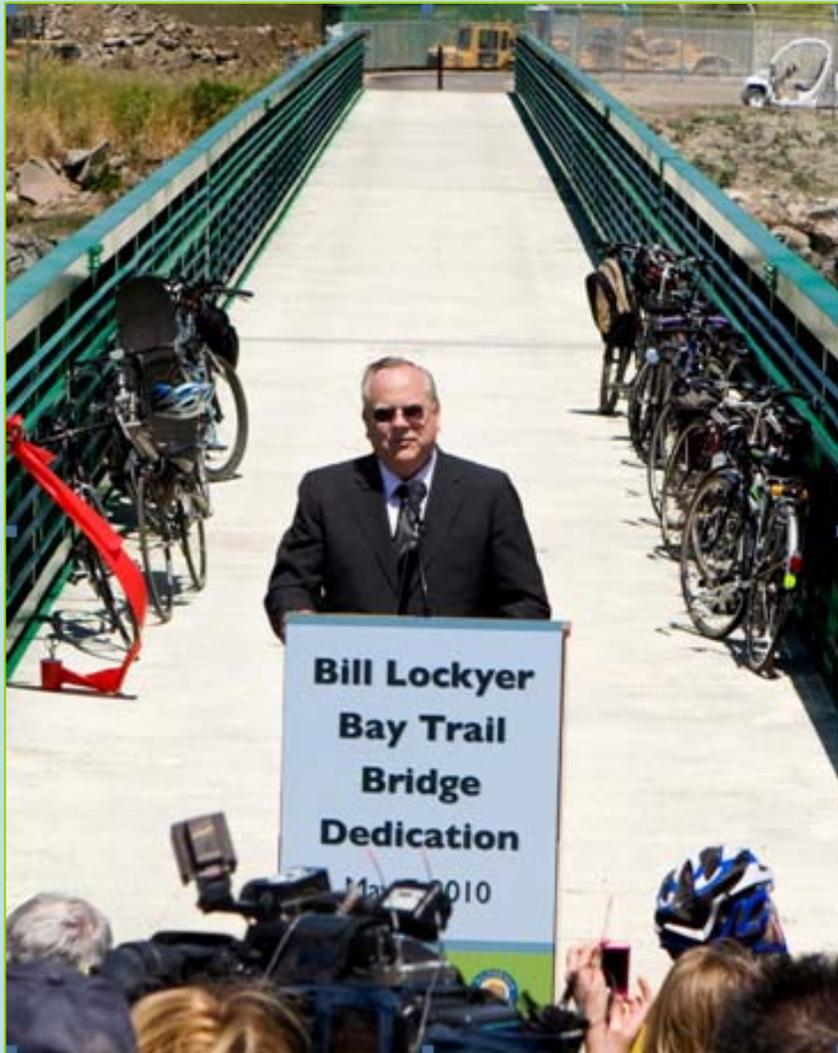


The San Francisco Bay Trail

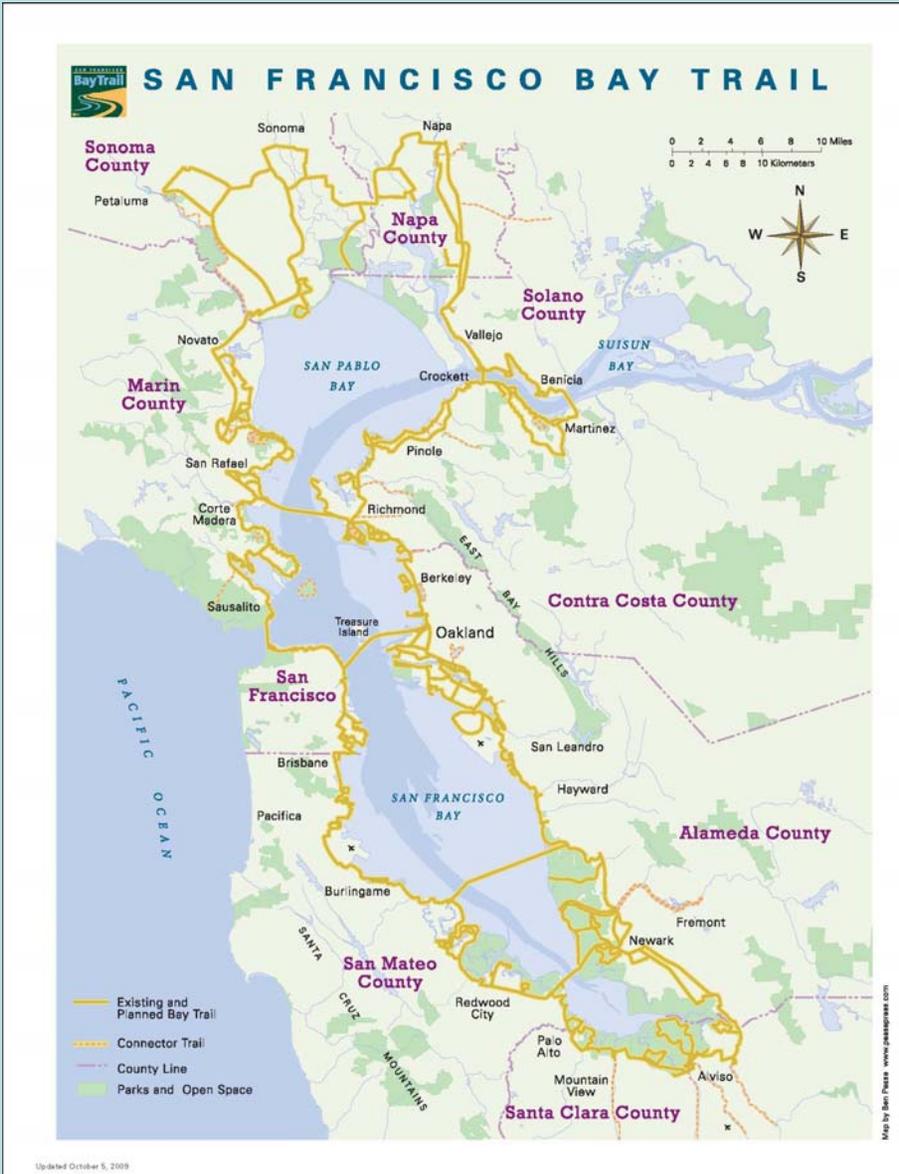
300 Miles and Counting



300 Miles Completed – May 7, 2010



The San Francisco Bay Trail: 300 Miles and Counting



Principal Provisions of SB 100

- **Connect to existing park and recreation facilities** – over 130 parks totaling 57,000 acres of open space
- **Link to existing and proposed transportation facilities** – ferry terminals, light-rail lines, bus stops, Caltrain, Amtrak and BART
- **Avoid adverse impacts to environmentally sensitive areas** – sponsored landmark wildlife and public access study and support wetland restoration projects throughout region



The San Francisco Bay Trail: 300 Miles and Counting

Parks, Recreation and Public Health



The Bay Trail provides access to natural areas, parks and greenbelts, agricultural areas and nearby places for health, exercise and solitude. The Bay Trail increases our fitness and quality of life.



The San Francisco Bay Trail: 300 Miles and Counting

Active Transportation



The Bay Trail promotes bicycling and walking to work, school and transit resulting in less congestion and the reduction of greenhouse gases.



The San Francisco Bay Trail: 300 Miles and Counting

Economic Benefits



The proximity of the Bay Trail to housing and businesses increases property values and attracts employers and employees to the area. The Bay Trail also generates and supports tourist activity.



The San Francisco Bay Trail: 300 Miles and Counting

Wetland Restoration Areas



- **San Francisco Bay Restoration Authority**

The Authority will explore region-wide funding options for major wetland restoration projects and public access along the shoreline.

- **South Bay Salt Pond Restoration Project**

Primary gaps in the Bay Trail, such as Moffett Field, will be completed as part of this large scale restoration project in San Mateo, Santa Clara and Alameda counties.

- **Hamilton/Bel Marin Keys and Eden Landing**

Restored shorelines in Novato and Hayward will offer new options for bicycle and pedestrian access.



The San Francisco Bay Trail: 300 Miles and Counting

Bay Trail Project Partnerships

Completion of Bay Trail segments can only be accomplished through partnerships. Public agencies at the local, regional, state and federal levels; special districts; private landowners; non-profit organizations; community groups and individuals collaborate to complete the Bay Trail.

Primary Partners

- Metropolitan Transportation Commission
- State Coastal Conservancy
- Bay Conservation and Development Commission
- 47 shoreline cities
- 9 Bay Area counties
- Park districts, land trusts, transportation agencies



The San Francisco Bay Trail: 300 Miles and Counting

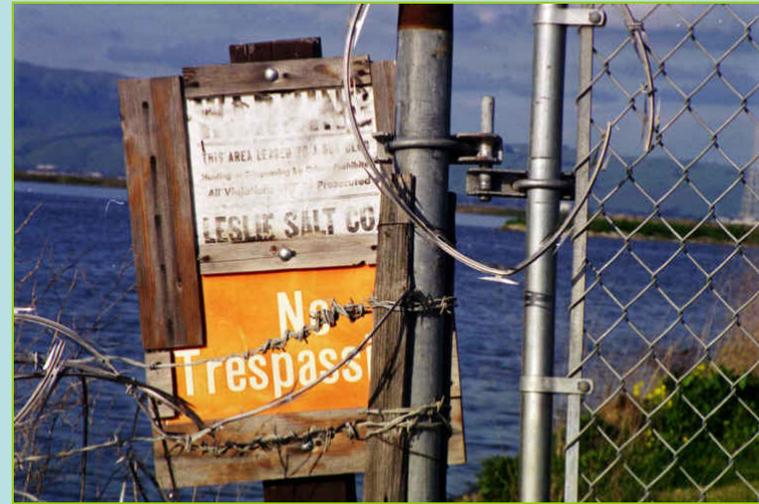
Completing the Remaining Bay Trail Gaps

The San Francisco Bay Trail Project
Gap Analysis Study



A Report on Closing the Gaps in the 500-mile Regional Trail System Encircling San Francisco Bay

July 2005



The San Francisco Bay Trail: 300 Miles and Counting

Completing the Remaining Bay Trail Gaps



- **Secure long-term funding for Bay Trail staff** – preserve essential role of dedicated staff
- **Expand partnerships** – reach out to Bay Area corporations, chambers of commerce and health care providers
- **Expand funding levels for trail planning and construction** – work with partners to secure funding from the reauthorized federal transportation bill





Laura Thompson
Bay Trail Project Manager
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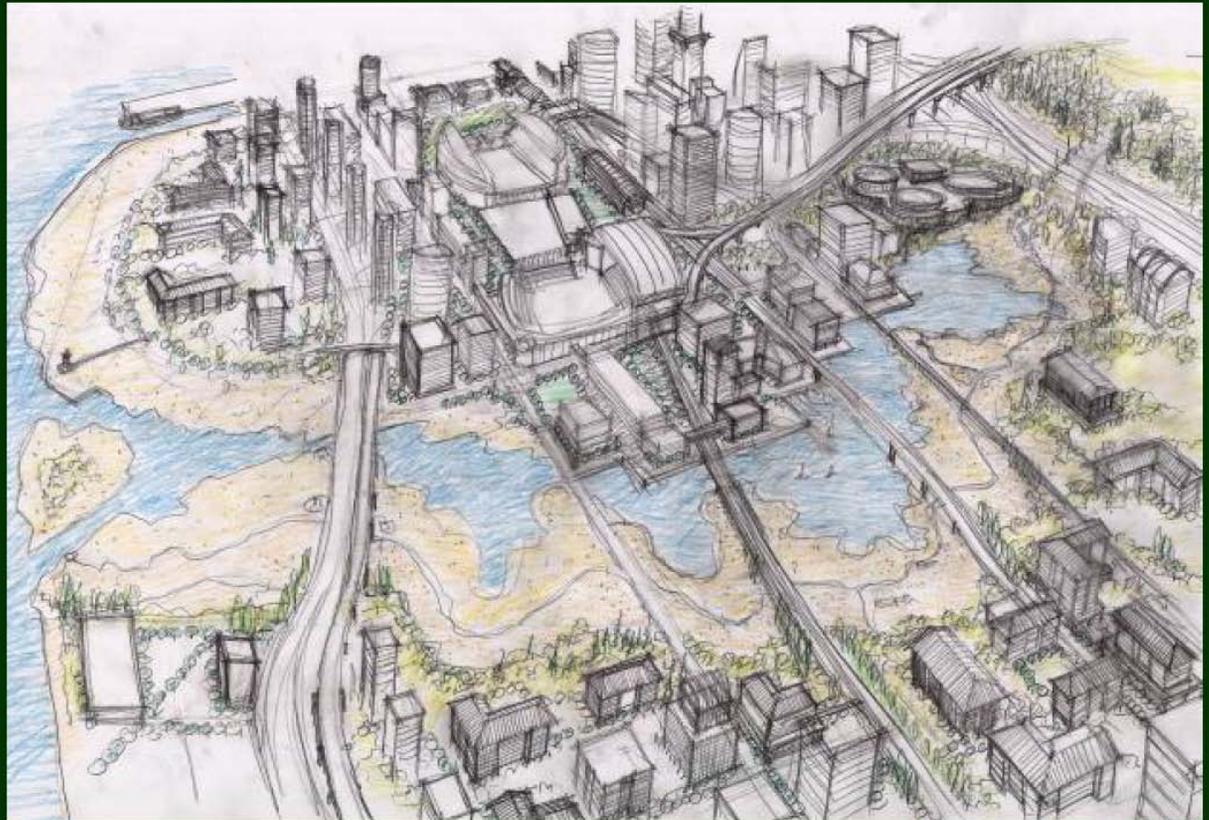
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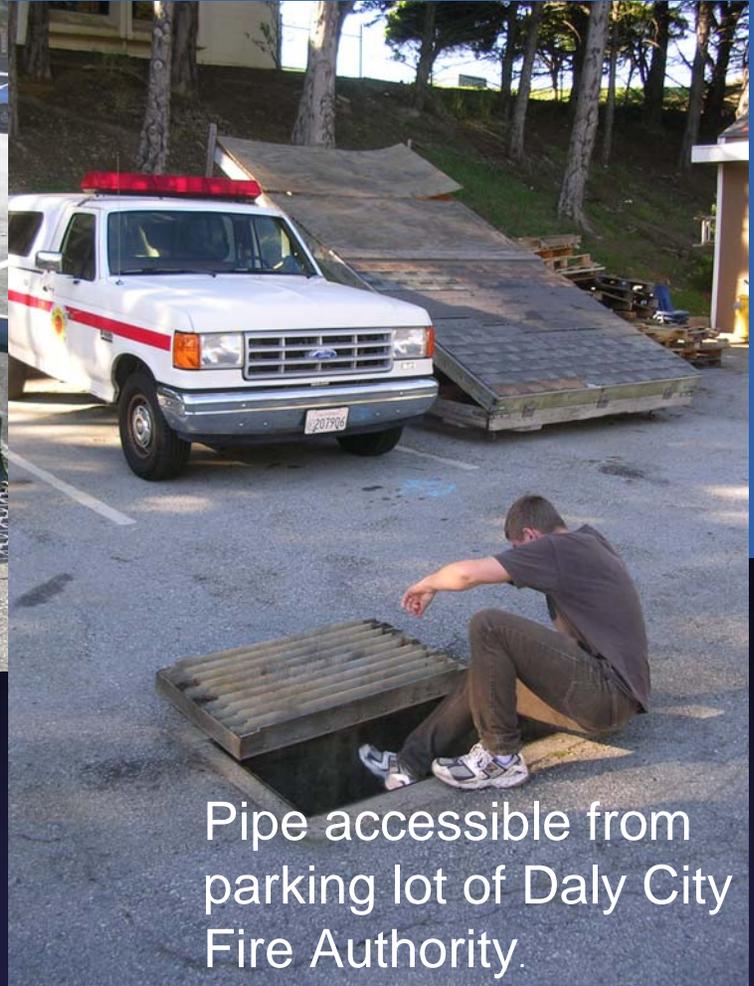




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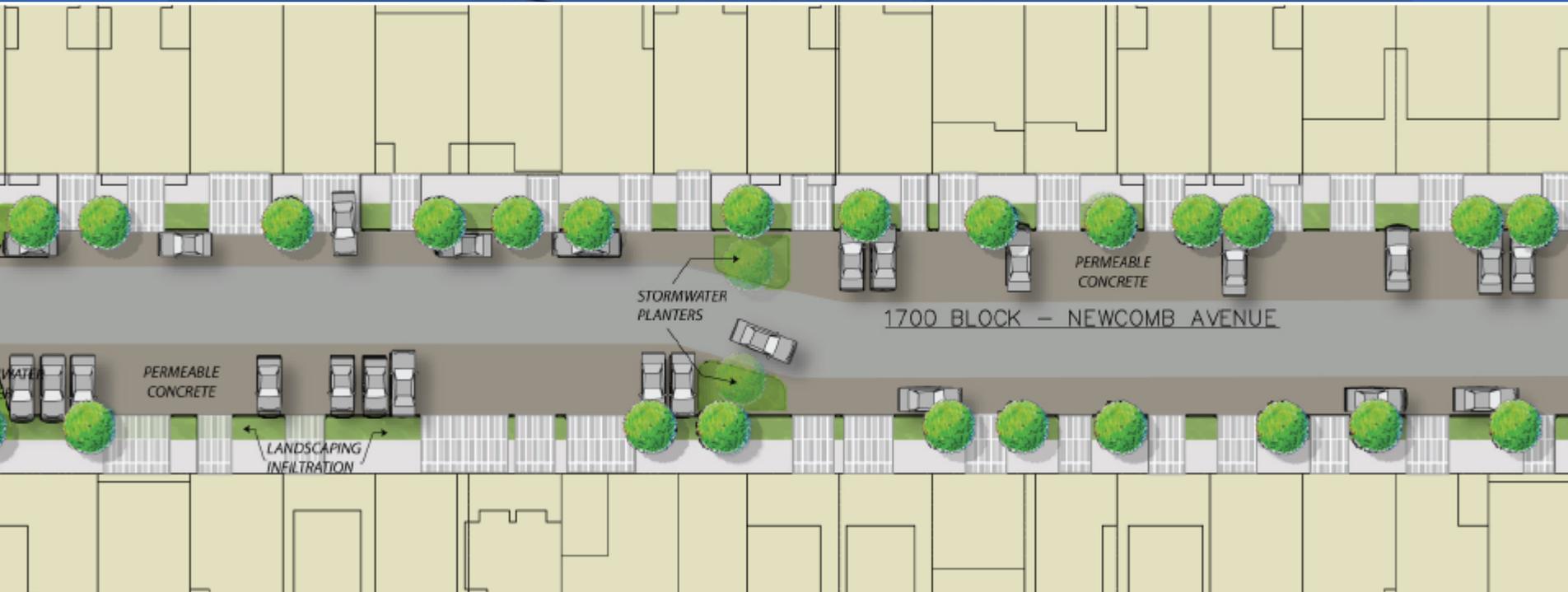
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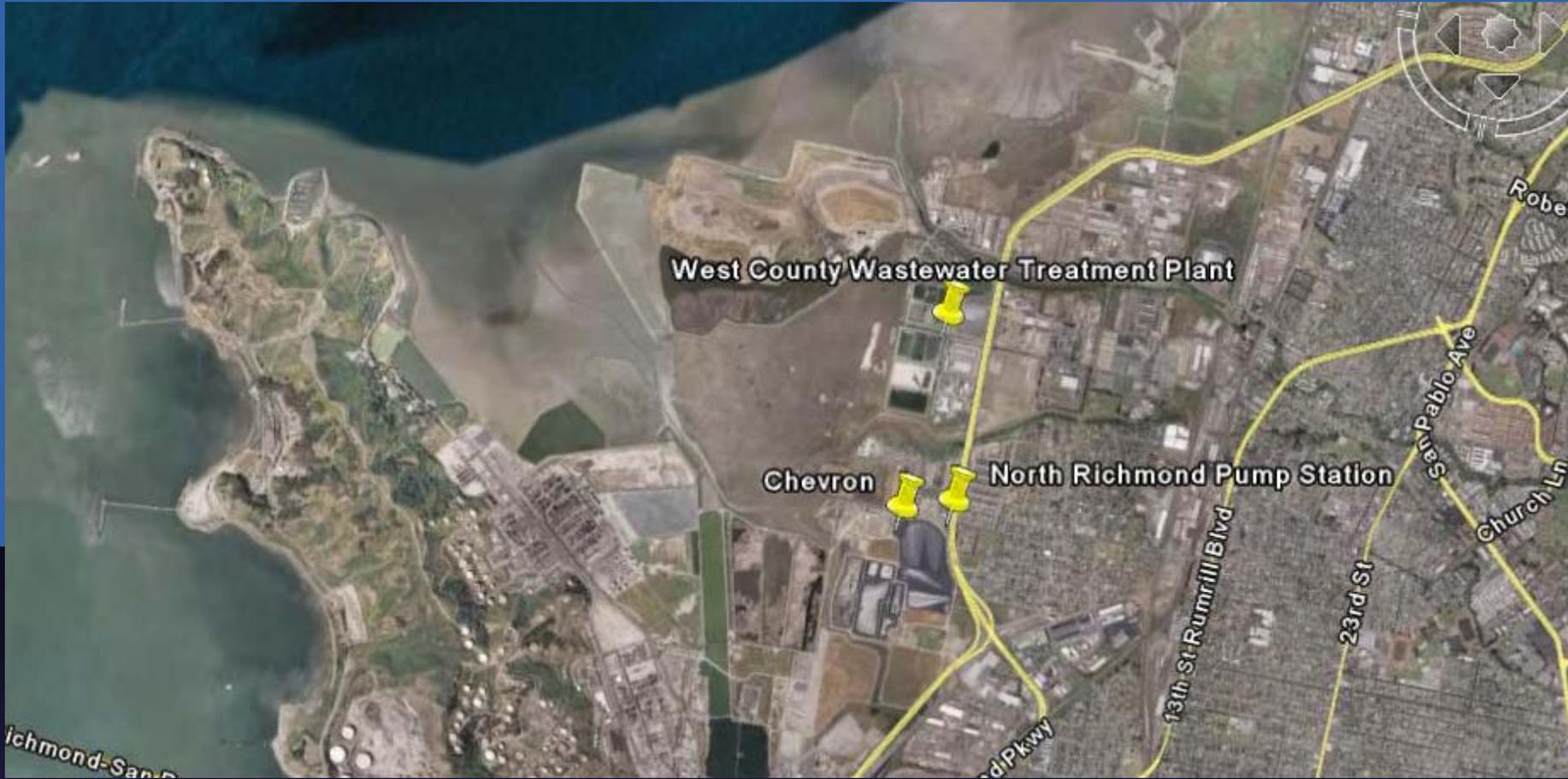




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Contact Info

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Date: June 2, 2010

To: ABAG Regional Planning Committee

From: Laura Thompson, Bay Trail Project Manager

Re: 300 Miles and Counting: The San Francisco Bay Trail Marches Towards Completion

This spring the San Francisco Bay Trail celebrated the completion of 300 miles in the planned 500-mile Bay Trail system. In 2009 ABAG recognized the 20th anniversary of the San Francisco Bay Trail Plan. Adopted in 1989 by the ABAG Executive Board, the Plan serves as the blueprint for this regional effort to connect nine counties and 47 cities with a continuous shoreline trail. Much has been accomplished in the last two decades: construction of over 200 miles of trail, increased momentum for completion, broad public support and enjoyment by hikers, runners, bicyclists, equestrians, and people of all ages, abilities, and incomes.

As we enter into the next phase of the project, imagine, for a moment, what it will be like to live in the Bay Area when the Bay Trail is complete. Bicycling to work in the South Bay will be significantly easier because the Moffett Field gap will be closed. No problem getting around the San Francisco Airport. Commuting across the Richmond-San Rafael Bridge will bring East Bay and Marin County communities together. A walk along the bluffs overlooking the Carquinez Strait will be a straight shot from Port Costa to Martinez. The remote trails along the edge of restored San Pablo Bay wetlands will provide ample bird watching opportunities. And visitors from around the world will travel to the Bay Area to claim the distinction of completing all 500 miles.

If the past is a good judge of the future, Bay Area and State leaders will find the funds and the political will to complete the entire trail. The Bay Trail enjoys strong public support and over the years momentum has grown to expedite its completion. Estimates call for approximately \$170 million to complete the remaining 200 miles of Bay Trail. But it is not just dollars that will make it happen. Innovative, creative and collaborative efforts to address the remaining challenges are necessary. Private landowners and communities will need to work together to find safe routes across properties that balance private interests with the public good. State and local roads will need to be altered to accommodate bicycle and pedestrian routes where a shoreline alignment is not feasible. Dedicated transportation dollars will need to be set aside to create commute routes linking housing, transit and employment centers. And new wetland restoration projects will need to incorporate trails that provide continuous public access along the edge of habitat areas.

The time has come to initiate a collective regional effort to set aside the funds necessary to complete the Bay Trail. After twenty-one years of planning and constructing the Bay Trail, elected officials, planners and advocates know that closing the remaining gaps will not be easy. But this milestone serves as a call to action to commit to completing the vision.

Attachments

- 1) Regional Bay Trail map

MEMO

Date: May 25, 2010
To: Regional Planning Committee
From: Ken Kirkey, Planning Director
Re: Sustainable Communities Strategy (SCS) Update

This is an informational item that summarizes efforts to date and upcoming tasks on the SB375-related Sustainable Communities Strategy.

After several months of reviewing the Sustainable Communities Strategy legislation, requirements, and resources in relation to existing efforts, regional agencies in coordination with local governments are defining the overall framework of the Strategy. We are defining the scope of the project and the process of interaction across agencies and local governments.

Over the past few years, regional agencies have advanced a coordinated focused growth vision through policies and programs such as the Transit Oriented Development(TOD) Housing Policy, FOCUS' Priority Development Area (PDA) and Priority Conservation Area (PCA) designations, Projections 2009, expanded Transportation for Livable Communities (TLC) program and funding, Station Area Planning Grants, among several others. The Sustainable Communities Strategy will build upon existing efforts and accelerate the momentum created by these efforts towards the creation of complete communities in continued collaboration with local jurisdictions.

The core task of the Sustainable Communities Strategy focuses on the allocation of housing and jobs close to transit to reduce vehicle-miles traveled and greenhouse gas emissions. Regional agencies will work with local jurisdictions at the sub-regional level to allocate growth in the "right" places, improve the links between housing and jobs, increase support for the communities that do the heavy lifting, and build priority development areas as complete communities. This core task will require identifying and prioritizing appropriate infrastructure and other investments, planning efforts, and policies. These efforts represent the bulk of the work for the Sustainable Communities Strategy.

In addition, some additional effort will relate to the identification of key issues that will make the allocation of housing and jobs feasible; that are important factors relative to Priority Development Area implementation. Those issues include for example school quality, public safety, and redevelopment law and funding. Identifying these issues in the Sustainable Communities Strategy, and advancing potential approaches where appropriate, will contribute to the overall feasibility of the SCS.

The immediate tasks include the development of the greenhouse gas emission and housing targets, the assessment of Priority Development Areas, and the development of the public participation process.

MTC and ABAG are working on the greenhouse gas and housing targets. The California Air Resources Board (CARB) will issue draft targets by June 30, 2010. Regional agencies will respond by July 28, 2010. CARB will issue the final targets by September 30, 2010. A regional housing target will be developed in coordination with local governments by Fall 2010.

The assessment of Priority Development Areas started October 2009 and will be released in the early fall of 2010. This assessment identifies the key needs, potential growth, and planning work completed at the Planned Priority Development Areas. It will provide a picture of the policies, regulations, and investments needed to accommodate population and job growth in these areas.

The specifics of the public participation process are under discussion. This first Sustainable Communities Strategy will entail an open exchange with local jurisdictions on the most appropriate development path to accomplish the core task. In order to facilitate this exchange, ABAG and MTC are developing a template of Place Types that will help recognize the qualities of various types of neighborhoods and communities in relation to the expected growth. Two technical advisory groups have been created to assist in shaping the SCS process: the Regional Advisory Working Group and the Regional Executive Group. The first one has met twice on May 14th and 25th and the second one will meet on June 7th.

At the Regional Planning Committee Meeting on June 2, 2010 staff will provide more detail relative to the above-described issues including updates on the CARB's approach to provision of a regional greenhouse gas target and the public participation plan including elected official engagement for the SCS.