



## Joint Policy Committee / Regional Planning Program

Date: November 1, 2006

To: Joint Policy Committee

From: Regional Planning Program Director

Subject: *Focusing Our Vision (FOCUS)* Progress and Proposed Amendments to Smart-Growth Policies

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This memo reports on progress on the *Focusing Our Vision (FOCUS)* program since the JPC last met in September. It also reports back on refined and expanded amendments to the Bay Area's Smart-Growth Policies as requested by the JPC at its September meeting.

### FOCUS Progress

With the Technical Advisory Committee (TAC), we are continuing to refine the spatial model of regional policy which will point to priority development areas (PDAs). We hope to conclude on an initial identification of potential locations by the end of November and to report back to the JPC on those locations and next steps at its January meeting. Central to the next steps will be agreements with participating local governments on PDA boundaries, on development characteristics and on the expectations to be placed on regional and local partners. Integral to the PDA concept is a requirement for willing partners. No PDA can be designated without the agreement of the affected local government(s).

Work is also proceeding with the Green Vision consortium of open-space groups on the mapping of indicators that may lead to potential conservation priorities. Our understanding with Green Vision is that we will share data and analysis but not necessarily policy prescriptions.

A more detailed report of progress and a proposal for ramping up outreach to local governments are provided in the attached memo from Ken Kirkey, ABAG's interim Director of Planning (Attachment A).

### Proposed Amendments to Smart-Growth Policies

At its September meeting, I recommended that the JPC endorse amendments to the regional Smart-Growth Policies. These amendments were intended to reflect concerns and ideas that had risen in prominence since the regional agencies adopted those policies in 2002. Attachment B details the policy amendments proposed in September and their rationale.

The JPC did not approve my recommendations, but requested a report back clarifying the policy on Future Urban Development. Committee members also wished to consider new or enhanced

policies related to school capacity and educational quality, sustainability (particularly green buildings), and affordable housing.

This memo addresses each issue in turn.

### Land for Future Urban Development

Responding to the Committee's concern about the ambiguity of the previously suggested policy, I propose a more direct, albeit more negative, wording of the policy, incorporating elements of its rationale:

Anticipate and prepare for future urban expansion by discouraging the premature subdivision of agricultural and vacant land for low-density residential development that cannot be efficiently served by transit, which does not provide for the complete range of infrastructure, uses and services required to meet the daily needs of residents and which is located without regard to proximate employment opportunities.

### School Capacity and Educational Quality

Concerns about school infrastructure and the quality of public education are frequently noted as impediments to the community acceptance and successful marketing of infill development. While the existing policies contain reference to educational facilities, there are opportunities to strengthen the links between smart growth and schools:

Amend the policy on Social Justice and Equity to read as follows:

Improve conditions in disadvantaged neighborhoods, ensure environmental justice, and improve access to jobs, housing, ~~and~~ public services *and good schools* for all residents in the region. (In this and following amendment proposals, deletions are indicated by ~~strikeouts~~ and additions by *italics*.)

Amend the policy on Infrastructure Investments to read as follows:

Improve and maintain existing infrastructure and support future investments that promote smart growth, including water and land recycling, brownfield clean-up and re-use, multi-use ~~and school~~ facilities, smart building codes, retention of historic character and resources, and ~~educational improvements~~ *provision of high-quality school capacity*.

Amend the policy on Cooperation on Smart Growth Policies as follows:

Encourage *the State*, local governments, *water and sewer districts, school districts*, stakeholders and other constituents in the Bay Area to cooperate in supporting actions consistent with the adopted Smart Growth policies. Forge cooperative relationships with governments and stakeholders in surrounding regions to support actions that will lead to inter-regional Smart Growth benefits. (In addition to school districts, I have added water and sewer districts as an explicitly named reference in this policy, as they—like school

districts—have considerable influence over infrastructure capacity. I have also noted the significant omission of the State role in the policy as previously worded. The State has a significant say in virtually all public investments, including school facilities.)

### Sustainability and Green Building

One of the principal reasons for smart growth is sustainability. Nevertheless, it may be helpful to include explicit references to sustainability and specific implementation measures, like green buildings, within the policies. Some direct reference to climate change is also timely.

Amend the policy on Environmental, Natural Resource, Open Space and Agricultural Preservation to read as follows:

Protect and enhance open space, agricultural lands, other valued lands, watersheds and ecosystems throughout the region. Promote development patterns *and building technologies* that protect and improve air quality, *conserve resources and reduce greenhouse gas emissions*. Protect and enhance the San Francisco Bay and Estuary. *Protect scenic, historic, and cultural resources that contribute to the region's identity*. (Also incorporates amendments on scenic, historic and cultural resources recommended in the September memo)

Amend the policy on Infrastructure Investments to read as follows:

Improve and maintain existing infrastructure and support future investments that promote smart growth, including water and land recycling, brownfield clean-up and re-use, multi-use facilities, smart building codes, *green building principles*, retention of historic character and resources, and provision of high-quality school capacity. (Incorporates earlier proposed school amendments without highlighting)

### Affordable Housing

Housing affordability is a central tenet of the region's smart growth policies and of the *FOCUS* program. It is explicitly referenced in the first three smart-growth policies: Jobs/Housing Balance and Match, Housing and Displacement, and Social Justice and Equity. I cannot identify any additional references which would add value to the application of the policies.

## RECOMMENDATION

### I RECOMMEND:

- A. THAT the Joint Policy Committee endorse the addition of the following policies to the officially adopted *Smart Growth Preamble and Policies*:

### **Health and Safety**

Promote and protect public health and safety by locating and designing development with sensitivity to natural and man-made risks, by reducing these risks where appropriate and feasible, and by facilitating healthy and safe behaviors.

### **Economic Activity and Goods Distribution**

Encourage planning and development that respects the public and private infrastructure required for the maintenance of a prosperous regional economy and for the efficient provision and distribution of goods and services.

### **Future Urban Development**

Anticipate and prepare for future urban expansion by discouraging the premature subdivision of agricultural and vacant land for low-density residential development that cannot be efficiently served by transit, that does not provide for the complete range of infrastructure, uses and services required to meet the daily needs of residents and that is located without regard to proximate employment opportunities.

- B. THAT the Joint Policy Committee endorse amendments to existing smart growth policies to read as follows:

### **Social Justice and Equity**

Improve conditions in disadvantaged neighborhoods, ensure environmental justice, and improve access to jobs, housing, public services and good schools for all residents in the region.

### **Environmental, Natural Resource, Open Space and Agricultural Preservation**

Protect and enhance open space, agricultural lands, other valued lands, watersheds and ecosystems throughout the region. Promote development patterns and building technologies that protect and improve air quality, conserve resources and reduce greenhouse gas emissions. Protect and enhance the San Francisco Bay and Estuary. Protect scenic, historic, and cultural resources that contribute to the region's identity.

### **Infrastructure Investments**

Improve and maintain existing infrastructure and support future investments that promote smart growth, including water and land recycling, brownfield clean-up and re-use, multi-use facilities, smart building codes, green building principles, retention of historic character and resources, and provision of high-quality school capacity.

### **Cooperation on Smart Growth Policies**

Encourage the State, local governments, water and sewer districts, school districts, stakeholders and other constituents in the Bay Area to cooperate in supporting actions consistent with the adopted Smart Growth policies. Forge cooperative relationships with governments and stakeholders in surrounding regions to support actions that will lead to inter-regional Smart Growth benefits.

- C. THAT the Joint Policy Committee recommend and refer the above additional policies and policy amendments (as consolidated in Attachment C) to the Association of Bay Area Governments Executive Board, to the Bay Area Air Quality Management District Board, to the Bay Conservation and Development Commission, and to the Metropolitan Transportation Commission for formal adoption as regional policy.

## ***Attachment A***

Date: November 17, 2006  
To: Joint Policy Committee (JPC)  
From: Ken Kirkey, ABAG Interim Planning Director  
RE: *Focusing Our Vision* – Outreach Process

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The *Focusing Our Vision* (FOCUS) program has been underway for about ten months. This memo provides context for the program, highlights the program's accomplishments, and notes next steps, one of which is to seek feedback from members of the Joint Policy Committee (JPC) on how they might contribute to advancing FOCUS and the region's smart growth vision.

### Building upon Regional Efforts to Advance the Bay Area Smart Growth Vision

The San Francisco Bay Area smart growth vision began to take shape through workshops with thousands of Bay Area residents as part of the *Smart Growth Strategy / Regional Livability Footprint Project*. The vision aims to concentrate future growth near transit in a compact "network of neighborhoods," mostly existing communities, surrounding the Bay. This vision serves as the conceptual basis for several regional policies and programs (see Attachment A.1: Vision-based Planning Programs for the Bay Area).

FOCUS seeks to refine and build support for this vision by engaging local governments in the identification of potential Priority Development Areas (PDAs) and potential Priority Conservation Areas (PCAs). PDAs would be located in communities willing to accept increased development, where development would be most aligned with regional smart-growth policies, and where the region would seek to direct incentives to support that development. PCAs are significant open space resource areas where development should not occur and to which resources should be directed to ensure permanent protection. Collectively, these areas in which regional policies and priorities would be aligned with local plans will provide a strengthened foundation for a regional development strategy that will continue to guide the region's development pattern.

### Key Accomplishments

- The program's Technical Advisory Committee (TAC) has met regularly since May 2006.
- The TAC has advised the program on the refinement of the *Smart Growth Preamble & Policies* into regional goals, on the identification of appropriate strategies to achieve these goals, and on the best available data to model these strategies for the identification of PDAs.
- Through the TAC's work, staff has been able to model several scenarios that highlight possible priority development areas reflective of smart growth policies.
- FOCUS is collaborating with Green Vision, a group of Bay Area conservation agencies and organizations working together to identify and map conservation priorities, on data collection, mapping, and organizing county-level outreach meetings.

### Next Steps

Staff is considering all of the TAC's work as well as reviewing adopted regional policy to select key smart growth criteria (e.g. transit stations, jobs-housing balance, etc) to point to areas that

could serve as potential PDAs. The draft regional map of generalized potential PDA locations and draft smart growth criteria that might be encompassed in an agreement between a local jurisdiction with a PDA(s) and regional agencies will be presented to the TAC at their next meeting on November 30, 2006. This draft map will serve as a basis for initiating discussions with local governments and for seeking agreement on PDA boundaries and characteristics.

The feedback provided by TAC members will be included in a detailed discussion related to FOCUS at the December meeting of the ABAG Regional Planning Committee. These discussions as well as information related to potential incentives for jurisdictions interested in establishing a PDA or PCA will be provided at the January meeting of the Joint Policy Committee and the ABAG Executive Board.

### *Outreach*

Staff recognizes that as local governments are responsible for land-use planning and local land-use decisions, the involvement of local elected officials is critical to the success of the *Focusing Our Vision* project. An outreach effort related to FOCUS, as well as the pending Regional Housing Needs Allocation (RHNA) cycle, *Projections 2007*, and the next Regional Transportation Plan (RTP) is being developed that would encompass meetings in each of the nine counties. The meetings are likely to be held in late January – February 2007.

Members of the Joint Policy Committee, ABAG Executive Board, the Metropolitan Transportation Commission, and the BAAQMD Board will be contacted by staff in the coming weeks to seek input on how best to structure the outreach meetings and whether or not members of the Joint Policy Committee (as well as other Commissioners and Board members) might be interested in serving as presenters and facilitators in their respective counties for the outreach meetings.

**Attachment A.1: VISION-BASED PLANNING PROGRAMS FOR THE BAY AREA**

**VISION: *Smart Growth Strategy / Regional Livability Footprint Project***

Completed in October 2002 by five regional agencies with the multi-sector collaboration of the Bay Area Alliance for Sustainable Communities, this pioneer regional planning effort involved the participation of thousands of Bay Area residents and produced the first smart-growth vision for a major metropolitan area in California. The vision aims to concentrate future growth near transit in a compact "network of neighborhoods," mostly existing communities, surrounding the Bay. Although never officially adopted, this vision is the conceptual basis for other initiatives which have received official sanction, as indicated below.

<b>Policy Stream</b>			<b>Projections Stream</b>	
<b><i>Smart Growth Preamble and Policies</i></b>			<b><i>Projections</i></b>	
<p>Adopted in 2003 by ABAG, BAAQMD, BCDC, and MTC, this concise statement constitutes the official expression of the Bay Area's smart-growth strategy and is a summary statement of the principles underlying the region's vision. The adopted Preamble includes this statement: "The policies reflect the values articulated by workshop participants of the Smart Growth Strategy / Regional Footprint Project and address Bay Area conditions."</p>			<p>Adopted by the ABAG Executive Board, <i>Projections</i> are the official population, household, jobs, labor force, and income forecasts of the Association of Bay Area Governments (ABAG). Beginning with the 2003 series and continuing with the 2005 and 2007 series, the forecasts assume that growth will be reshaped by public policy to conform more closely to the region's smart-growth vision, as described by the <i>Smart Growth Strategy / Regional Livability Footprint Project</i>. Over the period 2010 to 2030, the forecast assumes that local land-use policy will assist in achieving about one-half of the growth reallocation called for in the smart-growth vision.</p>	
<b><i>Transit-Oriented Development Policy</i></b>	<b><i>Corridors Planning</i></b>	<b><i>Focusing Our Vision (FOCUS)</i></b>	<b><i>MTC Regional Transportation Plan (RTP)</i></b>	<b><i>Regional Housing Needs Allocation (RHNA)</i></b>
<p>This policy, approved by MTC in July 2005, establishes planned housing-unit thresholds that corridors slated for transit expansions or extensions will have to meet in order to qualify for regional discretionary funding. The policy also provides a funding program for station-area specific plans to assist corridors in meeting their thresholds.</p>	<p>The corridors planning program assesses readiness, tracks progress, and provides planning and implementation assistance to three multi-modal corridors which figure prominently in the Network of Neighborhoods Vision and where infill development would support regional smart-growth policies. These are:</p> <ul style="list-style-type: none"> <li>• San Pablo Avenue,</li> <li>• East 14<sup>th</sup> / International Boulevard, and</li> <li>• El Camino Real.</li> </ul> <p>As these corridors will in all likelihood contain Development Priority Areas, this program is proposed to be folded into the <i>Focusing Our Vision</i> effort.</p>	<p><i>FOCUS</i> is engaging local governments in the identification and confirmation of Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs). PDAs are those parts of the region where new development would be most aligned with regional smart-growth policies and where the region would seek to direct incentives to support that development. PCAs are the areas where development should not occur and to which conservation resources should be directed.</p> <p><i>FOCUS</i> acknowledges that land-use planning is the domain of local government. No PDAs or PCAs will be established without local-government concurrence.</p> <p>Over time, <i>Projections</i> may be modified to reflect the development potential of PDAs. This, in turn, may affect RHNA, the RTP, and the Ozone Strategy.</p>	<p>The RTP specifies a detailed set of transportation investments and strategies for the region over a 25-year planning period. The plan assumes that growth will occur as forecast in the ABAG Projections</p> <p><b><i>BAAQMD Regional Ozone Strategy</i></b></p> <p>The region's principal air-pollution-control plan is based on the investments and strategies in the RTP and on the growth forecast in <i>Projections</i>.</p>	<p>The state-mandated RHNA program establishes housing targets by jurisdiction to be included in the updated housing elements of local general plans. Housing numbers are assigned by income category. The forecasts in <i>Projections</i> are central to the RHNA allocation. Other factors, including explicit smart-growth criteria, may also be considered</p>

## ***Attachment B***

### **PROPOSED AMENDMENTS TO SMART-GROWTH POLICIES, *SEPTEMBER 2006***

The criteria for PDA and PCA identification are constructed as goals and strategies. Each strategy has associated with it one or more geographic data layers, which when combined via our spatial model point to potential Priority Areas.

Attachment B.1) lists the goals and strategies we are using for *Focusing Our Vision*. Most of these are based on adopted regional policy as expressed in the *Smart Growth Preamble and Policies* (Attachment B.2). This official expression of regional policy was adopted by four of the five Bay Area regional agencies (ABAG, BAAQMD, BCDC, and MTC) in 2002 upon the completion of the *Smart Growth Strategy / Regional Livability Footprint Project* (the *Project*).

However, a few goals and strategies do not have clear referents in adopted policy. These new goals and strategies reflect issues and concerns that have risen in prominence since 2002. The areas of potentially expanded regional policy are italicized in Attachment B.1.

Regional and local collaboration around specific Priority Areas will benefit from regional policy that has been officially sanctioned by elected policy-makers. Therefore, we are recommending that the *Smart Growth Preamble and Policies* be formally amended to incorporate policy intent relevant to these emergent issues and concerns.

We believe new policy is required on the following topics:

#### 1. Health and Safety

Last year the California Air Resource Board (CARB) released its *Air Quality and Land-Use Handbook* and the JPC received a presentation from CARB staff. The *Handbook's* recommendations are consistent with concerns that have also been highlighted by the environmental-justice community and are the subject of BAAQMD's Community Air Risk Evaluation (CARE) program. All suggest that development needs to be carefully sited relative to local sources of air pollution, including highways and ports. The 100<sup>th</sup> anniversary of the San Francisco earthquake, increased worries about the stability of the region's levees, and the prospect of sea-level rise as the result of global warming have also reminded us that we live in region with significant environmental risks. To the extent, possible, we need to heed these risks when locating new development and population concentrations. The potential impact of development form on physical exercise and the onset of obesity also deserves some recognition.

Proposed Policy:

#### **Health and Safety**

Promote and protect public health and safety by locating and designing development with sensitivity to natural and man-made risks, by reducing these risks where appropriate and feasible, and by facilitating healthy and safe behaviors.

## 2. Economic Activity and Goods Distribution

The *Smart Growth Strategy / Regional Livability Footprint Project* was started at a time when the Bay Area economy was booming, and it is likely that the impact of the dot-com bust had not fully sunk in when the *Project* wound down in 2002. For whatever reason, economic development issues do not enjoy high standing in either the *Project's* final report or in the *Preamble and Policies*. Since 2002, the region's goods movement study and some local planning exercises have pointed to potential land-use competition between "smart" residential development and goods-distribution facilities. Our transit-oriented development work has also highlighted possible conflicts between proposed residential densities and established industrial activities; and there has been a general concern about residential development foreclosing opportunities for job generators. A policy sensitive to these economic concerns is appropriate.

Proposed Policy:

### **Economic Activity and Goods Distribution**

Encourage planning and development that respects the public and private infrastructure required for the maintenance of a prosperous regional economy and for the efficient provision and distribution of goods and services.

## 3. Land for Future Urban Development

The *Project* and the resultant *Policies* emphasize infill development and re-development within existing cities and towns. This is appropriate and desirable. However, even with copious infill, future regional growth will likely require some totally new communities developed on greenfield. Planning these new communities to conserve natural resources, to reduce trip demand through mixed and multiple uses, and to achieve densities appropriate to transit service will be more difficult if the greenfield is prematurely subdivided and developed at low densities (so-called parcelization). It is the region's interest to maintain a relatively un-subdivided and undeveloped "urban reserve" to facilitate the planning and development of new compact and complete communities in the future.

Proposed Policy:

### **Future Urban Development**

Reserve land for the future creation and extension of complete communities developed at efficient urban densities, encompassing a range of uses and services required to meet the daily needs of residents and providing proximate employment opportunities as appropriate.

## 4. Conservation of aesthetic, historic and cultural resources

As the Bay Area matures, there is an increasing interest in protecting unique aspects of its cultural heritage in addition to its natural environment. Amending the policy relating

to environmental conservation makes it clear that we may consider culturally significant resources in designating priority areas.

Proposed Policy Amendment:

Amend the policy on Environmental, Natural Resource, Open Space and Agricultural Preservation to add the following sentence at the end:

Protect scenic, historic, and cultural resources that contribute to the region's identity.

***Attachment B.1***  
**Focusing Our Vision**  
Goals and Strategies

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August 2006

**Goals to Advance the Regional Vision**

- Strengthen and support unique existing communities
- Create compact, healthy communities with a diversity of housing, jobs, activities, and services to meet the daily needs of residents
- Increase housing supply and choices
- Improve housing affordability
- Increase transportation efficiency and choices
- Protect and steward natural habitat, open space, and agricultural land
- Improve social and economic equity
- Promote economic and fiscal health
- Conserve resources, promote sustainability, and improve environmental quality
- *Protect public health and safety*

**Priority Development Area Strategies**

- Encourage infill and the efficient use of land capacity within existing communities
- Provide for compact, complete, resource-efficient communities near existing or planned transit and other infrastructure
- Provide opportunities for people to live near their jobs and work near their homes
- Encourage a mix of land uses with jobs, housing, retail, schools, parks, recreation, and services in proximity
- Locate development in areas served and likely to be served by frequent passenger rail, bus, and/or ferry service
- Support community revitalization without displacing current residents
- Ensure that all socio-economic groups benefit from regional change
- Use existing infrastructure capacity and maximize return on new infrastructure investments
- *Maintain goods movement corridors and retain land uses that support related distribution and industrial uses*
- *Direct development so as to promote and protect public health and safety, avoid hazards, and/or mitigate development impacts*
- Reduce the number and length of auto trips and facilitate walking and biking
- *Reserve land to accommodate future growth at appropriate densities*

**Priority Conservation Area Strategies**

- Maintain the productive function of lands for agriculture and other resource needs
- Protect and restore wildlife corridors and habitat
- Preserve the natural flow and recharge of water and support ecosystem processes
- *Protect scenic, historic, and cultural resources that contribute to the region's identity*
- Protect and enhance significant open space and recreation areas and networks

Note: Goals and strategies are listed in no particular order and are not ranked. Italicized items do not have referents in existing official regional policy.

## *Attachment B.2*

# **SMART-GROWTH PREAMBLE AND POLICIES**

## **Preamble**

Current land-use patterns in the San Francisco Bay Area are putting intense pressure on the economic, environmental and social wellbeing of the Bay Area and of surrounding regions. The projected addition of over one million new residents and one million new jobs in the coming decades will further challenge our ability to sustain the high quality of life we enjoy today.

To help meet this challenge, the five regional agencies of the Bay Region—the Association of Bay Area Governments, Bay Area Air Quality Management District, Bay Conservation and Development Commission, Metropolitan Transportation Commission and the Regional Water Quality Control Board—along with the economy, environment and social equity caucuses of the Bay Area Alliance for Sustainable Communities, developed a set of Smart Growth policies.

The policies reflect the values articulated by workshop participants of the Smart Growth Strategy/Regional Livability Footprint Project and address Bay Area conditions. The policies are consistent with widely accepted notions of smart growth. They are meant to encourage meaningful participation from local governments, stakeholders and residents.

The policies provide a framework for decision-making on development patterns, housing, transportation, environment, infrastructure, governmental fiscal health and social equity that can lead us toward development of vibrant neighborhoods, preservation of open space, clean air and water, and enhanced mobility choices, while enhancing the Bay Area's relationship with surrounding regions.

## **Policies**

### **Jobs/Housing Balance and Match**

Improve the jobs/housing linkages through the development of housing in proximity to jobs, and both in proximity to public transportation. Increase the supply of affordable housing and support efforts to match job income and housing affordability levels.

### **Housing and Displacement**

Improve existing housing and develop sufficient new housing to provide for the housing needs of the Bay Area community. Support efforts to improve housing affordability and limit the displacement of existing residents and businesses.

### **Social Justice and Equity**

Improve conditions in disadvantaged neighborhoods, ensure environmental justice, and improve access to jobs, housing, public services and good schools for all residents in the region.

### **Environmental, Natural Resource, Open Space and Agricultural Preservation**

Protect and enhance open space, agricultural lands, other valued lands, watersheds and ecosystems throughout the region. Promote development patterns that protect and improve air quality. Protect and enhance the San Francisco Bay and Estuary.

**Mobility, Livability and Transit Support**

Enhance community livability by promoting infill, transit oriented and walkable communities, and compact development as appropriate. Develop multi-family housing, mixed-use development, and alternative transportation to improve opportunities for all members of the community.

**Local and Regional Transportation Efficiencies**

Promote opportunities for transit use and alternative modes of transportation including improved rail, bus, high occupancy (HOV) systems, and ferry services as well as enhanced walking and biking. Increase connectivity between and strengthen alternative modes of transportation, including improved rail, bus, ride share and ferry services as well as walking and biking. Promote investments that adequately maintain the existing transportation system and improve the efficiency of transportation infrastructure.

**Infrastructure Investments**

Improve and maintain existing infrastructure and support future investments that promote smart growth, including water and land recycling, brownfield clean-up and re-use, multi-use and school facilities, smart building codes, retention of historic character and resources, and educational improvements.

**Local Government Fiscal Health**

Improve the fiscal health of local government by promoting stable and secure revenue sources, reduced service provision costs through smart growth targeted infrastructure improvement, and state and regional sponsored fiscal incentives. Support cooperative efforts among local jurisdictions to address housing and commercial development, infrastructure costs, and provision of services.

**Cooperation on Smart Growth Policies**

Encourage local governments, stakeholders and other constituents in the Bay Area to cooperate in supporting actions consistent with the adopted Smart Growth policies. Forge cooperative relationships with governments and stakeholders in surrounding regions to support actions that will lead to inter-regional Smart Growth benefits.

## *Attachment C*

### **SMART-GROWTH PREAMBLE AND POLICIES (AS AMENDED)**

#### **Preamble**

Current land-use patterns in the San Francisco Bay Area are putting intense pressure on the economic, environmental and social wellbeing of the Bay Area and of surrounding regions. The projected addition of over one million new residents and one million new jobs in the coming decades will further challenge our ability to sustain the high quality of life we enjoy today.

To help meet this challenge, the five regional agencies of the Bay Region—the Association of Bay Area Governments, Bay Area Air Quality Management District, Bay Conservation and Development Commission, Metropolitan Transportation Commission and the Regional Water Quality Control Board—along with the economy, environment and social equity caucuses of the Bay Area Alliance for Sustainable Communities, developed a set of Smart Growth policies.

The policies reflect the values articulated by workshop participants of the Smart Growth Strategy/Regional Livability Footprint Project and address Bay Area conditions. The policies are consistent with widely accepted notions of smart growth. They are meant to encourage meaningful participation from local governments, stakeholders and residents.

The policies provide a framework for decision-making on development patterns, housing, transportation, environment, infrastructure, governmental fiscal health and social equity that can lead us toward development of vibrant neighborhoods, preservation of open space, clean air and water, and enhanced mobility choices, while enhancing the Bay Area's relationship with surrounding regions.

#### **Policies**

##### **Jobs/Housing Balance and Match**

Improve the jobs/housing linkages through the development of housing in proximity to jobs, and both in proximity to public transportation. Increase the supply of affordable housing and support efforts to match job income and housing affordability levels.

##### **Housing and Displacement**

Improve existing housing and develop sufficient new housing to provide for the housing needs of the Bay Area community. Support efforts to improve housing affordability and limit the displacement of existing residents and businesses.

##### **Social Justice and Equity**

Improve conditions in disadvantaged neighborhoods, ensure environmental justice, and improve access to jobs, housing, public services and good schools for all residents in the region.

##### **Health and Safety**

Promote and protect public health and safety by locating and designing development with sensitivity to natural and man-made risks, by reducing these risks where appropriate and feasible, and by facilitating healthy and safe behaviors.

**Environmental, Natural Resource, Open Space and Agricultural Preservation**

Protect and enhance open space, agricultural lands, other valued lands, watersheds and ecosystems throughout the region. Promote development patterns and building technologies that protect and improve air quality, conserve resources and reduce greenhouse gas emissions. Protect and enhance the San Francisco Bay and Estuary. Protect scenic, historic, and cultural resources that contribute to the region's identity.

**Future Urban Development**

Anticipate and prepare for future urban expansion by discouraging the premature subdivision of agricultural and vacant land for low-density residential development that cannot be efficiently served by transit, which does not provide for the complete range of infrastructure, uses and services required to meet the daily needs of residents and which is located without regard to proximate employment opportunities.

**Economic Activity and Goods Distribution**

Encourage planning and development that respects the public and private infrastructure required for the maintenance of a prosperous regional economy and for the efficient provision and distribution of goods and services.

**Mobility, Livability and Transit Support**

Enhance community livability by promoting infill, transit oriented and walkable communities, and compact development as appropriate. Develop multi-family housing, mixed-use development, and alternative transportation to improve opportunities for all members of the community.

**Local and Regional Transportation Efficiencies**

Promote opportunities for transit use and alternative modes of transportation including improved rail, bus, high occupancy (HOV) systems, and ferry services as well as enhanced walking and biking. Increase connectivity between and strengthen alternative modes of transportation, including improved rail, bus, ride share and ferry services as well as walking and biking. Promote investments that adequately maintain the existing transportation system and improve the efficiency of transportation infrastructure.

**Infrastructure Investments**

Improve and maintain existing infrastructure and support future investments that promote smart growth, including water and land recycling, brownfield clean-up and re-use, multi-use facilities, smart building codes, green building principles, retention of historic character and resources, and provision of high-quality school capacity.

**Local Government Fiscal Health**

Improve the fiscal health of local government by promoting stable and secure revenue sources, reduced service provision costs through smart growth targeted infrastructure improvement, and state and regional sponsored fiscal incentives. Support cooperative efforts among local jurisdictions to address housing and commercial development, infrastructure costs, and provision of services.

**Cooperation on Smart Growth Policies**

Encourage the State, local governments, water and sewer districts, school districts, stakeholders and other constituents in the Bay Area to cooperate in supporting actions consistent with the adopted Smart Growth policies. Forge cooperative relationships with governments and stakeholders in surrounding regions to support actions that will lead to inter-regional Smart Growth benefits.