



REQUEST FOR PROPOSALS

to Develop a Priority Development Area Specific Plan and Environmental Assessment for the Isabel Avenue/BART Station Planning Area

The City of Livermore in partnership with BART and the Alameda County Transportation Commission is seeking a qualified Land Use, Urban Design and Environmental Consultant to create a comprehensive Priority Development Area (PDA) Specific Plan for the Isabel Avenue/BART Station Planning Area. The PDA Plan is intended to promote orderly transit-oriented growth within the designated PDA that meets the needs of the City of Livermore. The Plan shall satisfy requirements of MTC/ABAG for PDA Plans as well as BART's requirement for Station Area/Ridership Development Plans as part of BART's System Expansion Policy. The Plan shall provide land use strategies and establish zoning to achieve MTC's Transit Oriented Development Policy, outlined in MTC Resolution 3434 or its successor, that include housing threshold requirements within ½ mile of the proposed I-580/Isabel Avenue BART station and the existing Dublin/Pleasanton station. The Consultant shall prepare an Environmental Impact Report analyzing the Plan consistent with the California Environmental Quality Act (CEQA). A significant component of the planning process will be a community involvement strategy. The Consultant shall prepare a plan to distribute information and engage and involve the community in the land use planning and design process.

Project Location

The City of Livermore is located in eastern Alameda County along the north and south sides of Interstate 580, east of the cities of Pleasanton and Dublin. The current City limits encompass approximately 25 square miles within a planning area of approximately 86 square miles. The terrain is relatively flat with a few areas of rolling hills and larger hilly areas north, south and east of the City. The City's population is estimated at 80,968 (U.S. Census, 2010). Major employers in the area include the Lawrence Livermore National Laboratory, Sandia National Laboratory, Las Positas College, the Livermore Valley Joint Unified School District, and the City of Livermore.

The PDA area (Attachments 1 and 2) is located on the north western side of Livermore, bisected by Interstate 580, in an area developed primarily with industrial and commercial uses and Las Positas College. North Canyons Parkway-Portola Avenue is a major east west street running through the northerly part of the PDA area. Isabel Avenue (Route 84) is a major street/expressway running north-south through the PDA Area. The PDA area contains approximately 1,132 acres. The Isabel Avenue BART Station is proposed along I-580 at the eastern end of the PDA boundary. The southern boundary of the PDA is just north of the Livermore Municipal Airport.

Project Goals

The overarching project goal is to develop a community embraced Priority Development Area Specific Plan that will facilitate accessible transit-oriented development to support the goals of the City of Livermore, including supporting the BART extension to Livermore. The most intensive analysis and associated recommendations for policy/standard/specifications should occur within the one-half mile radius of the proposed BART station. However, the entire PDA area should be examined as a part of this plan.

Overall, the process and plan should specifically accomplish the following:

- *Involve and engage all levels of community and stakeholders in planning process.*
- *Address regional transit expansion policies such as BART's System Expansion Policy and MTC's Transit Oriented Development Policy.*
- *Maximize transit ridership on BART through transit supportive features.*
- *Establish appropriate land use policies and regulations, including zoning and development/design requirements to facilitate a vibrant, accessible and pedestrian oriented mixed-use transit village surrounding the Station.*
- *Establish appropriate densities to facilitate quality, affordable housing.*
- *Address market and TOD opportunities, land use compatibility, parking, accessibility, and circulation and connectivity with the area surrounding the proposed BART station and outer areas of the Priority Development Area.*
- *Address policy constraints to achieving project goals.*
- *Analyze the feasibility to establish financing mechanisms through innovative parking pricing programs, land-secured financing and/or tax increment financing to the extent allowed by law that can help fund the capital cost of the BART extension.*
- *Complete an Environmental Impact Report that identifies appropriate mitigations including conceptual scopes and costs under CEQA.*

Plan Elements

The project/plan should meet state statutory requirements for the development of a Specific Plan. It should also address MTC/ABAG PDA Planning Program guidelines and requirements (See Attachment 3). The Plan should include the following elements:

- **Existing Conditions/PDA Profile** – A brief initial report providing an overview of existing area conditions including land uses, zoning, environmental, policy issues, demographic and socio-economic characteristics, transit/travel patterns and use, physical aspects of the PDA, as well as any known issues to be addressed in the planning process. Identify how results from this profile will inform the elements listed below.
- **Community Involvement Plan** – Develop and implement a collaborative planning process with partner agencies, community stakeholders, residents, business proprietors, property owners, transit agencies, neighborhood associations, non-profit or other community or faith-based organizations, etc. The Community Involvement Plan shall include formation, participation and input by a Community Advisory Committee (CAC) and a Technical Advisory Committee (TAC).
- **Market Analysis** – Provide an analysis of future market conditions for higher density housing at all levels of affordability, and new retail, commercial, and industrial uses as well as impacts to existing uses within the PDA.
- **Multimodal Access and Connectivity** – Develop strategies for improving bus, pedestrian, and bicycle access to the proposed BART station and through the Plan area.
- **Alternatives Analysis** – Development of land use alternatives or visions over the long term, their impacts, the feasibility of each alternative, and selection of a preferred alternative.
- **Land use changes, zoning, and development standards and guidelines that will facilitate Transit Oriented Development** – This element should include the following:

- **Pedestrian-Friendly Design Standards** – Identify design standard elements that focus on pedestrian-oriented design.
- **Accessible Design** – Create an accessibility plan for people with disabilities.
- **Integration and provision of open space and community facilities to enhance Transit Oriented Development.**
- **Land use compatibility of proposed and existing uses.**
- **Parking Policy and Management** – Develop a parking policy and management element that aims at reducing parking demand through pricing, zoning, and support for alternative modes. Develop a parking management strategy for the BART station parking to reserve a portion of the spaces for Livermore residents and to balance maximizing transit ridership and parking revenue. Evaluate the potential costs and benefits of providing electric vehicle charger stations and car share programs at the BART station.
- **Affordable Housing and Anti-Displacement Strategy** – Develop a strategy to provide existing and future plan area residents with a range of housing options that are affordable to households of all income levels.
- **Infrastructure Development and Budget** - Describe existing infrastructure and facilities and requirements for new development.
- **Implementation Plan and Financing Strategy**

Background

A BART Extension to Livermore has been considered since the inception of the BART system in the late 1950s, and has been the subject of numerous planning studies of the past few decades. The City of Livermore’s General Plan envisions a BART extension to Livermore primarily within the I-580 median to a station near Isabel Avenue (Route 84) and a second station near Greenville Road south of I-580. In July 2010, the BART Board of Directors certified a Program-level environmental impact report for extending BART to Livermore. The EIR considered 10 alignment alternatives. Alternative 4 in the Program EIR considered a one station extension within the I-580 median to Isabel Avenue. In February 2012, the BART Board of Directors authorized advancing a Phase 1 BART extension to Livermore along the I-580 corridor to Isabel Avenue through project level environmental assessment including development of a station area plan and ridership development plan, and entering into a partnership with the City of Livermore and the Alameda County Transportation Commission to advance the project through an expedited schedule. In April 2012, ABAG established the Isabel Avenue/BART Station Planning Area as a potential PDA. Once a PDA Plan is completed, the City will request that the designation be updated to Planned PDA.

This PDA Plan and environmental assessment shall be developed in coordination with the BART to Livermore Phase 1 extension environmental assessment. In particular, the allowable land uses identified within the PDA shall be modeled for its impact on BART ridership as part of a Ridership Development Plan.

The development of the PDA plan shall identify the impacts of existing City policies that may constrain development within the PDA area, and if required, identify potential amendments to those policies necessary to develop a vibrant mixed-use transit village type development pattern in the Plan area. Policies to consider include the Airport Protection Area and Scenic Corridor.

Existing Conditions

The PDA Plan Area project size is approximately 1,132± acres and consists of numerous parcels. Approximately 20% of the acreage consists of vacant developable parcels. Existing development consists primarily of one and two story industrial, commercial and office type uses, residential both attached and detached single family units, and Las Positas Community College. The City's urban limit line runs along the northeast, north, and northwest edges of the PDA Plan Area. Adjacent to the PDA Plan area to the southeast are established detached single family residential neighborhoods, and to the southwest are the Livermore Municipal Airport and the Las Positas Golf Course.

The existing General Plan designations within the PDA area are Business Commercial Park, Highway Commercial Low Intensity Industrial, Community Facility, Urban Medium Residential, and Urban High-4 Residential, as well as Open Space and Hillside Conservation areas. There is a County island parcel with a General Plan designation of Limited Agriculture that would need to be annexed into the City to accommodate urban development. Existing General Plan policies such as the Airport Protection Area and Scenic Corridor constrain the type of allowable development within the Area and height of buildings visible from I-580 respectively. The Alameda County Airport Land Use Commission is currently updating the County's Airport Land Use Plan, which may restrict the types and intensity of land use in certain areas near the airport.

The PDA Plan area is bisected by I-580 and State Route 84 including the I-580/Airway and I-580/Isabel interchanges. Major streets within the PDA Plan area are North Canyons Parkway-Portola Avenue, and Airway Boulevard-East Airway Boulevard. There are several existing and planned multiuse trails that cross through the PDA Plan area.

Project Scope

The project scope will involve a community engagement and outreach plan, development of a Priority Development Area Specific Plan and preparation of an Environmental Impact Report for the Isabel Avenue/BART Station Priority Development Area in the City of Livermore. The consultant proposal and scope of work for development of the Plan should include the following minimum provisions:

1. **Proposed Consulting Team**
 - Include information and past relevant experience of consulting team and any proposed sub-consultants.
2. **Estimated Cost/Timeframe and proposed Schedule**
3. **Project Startup Meeting(s) and refinement of Scope of Work**
 - Meet with City staff to refine goals for specific plan, scope of work, community outreach plan, budget, and schedule;
 - Identify stakeholders, responsible and partner agencies, and property owners;
 - Initiate a TAC, and CAC as necessary.
4. **General Coordination Meeting(s)**

- Periodically meet with City and Partner agency staff to identify data needs, review progress, and discuss concepts and alternatives.
5. **Data Collection**
 - Review and analyze existing policies, data, and conditions, and collection of new data and diagramming/mapping/photosimulation of information as needed to assist and support the development of alternatives.
 - Include preparation of any necessary studies or reports to support development of land use alternatives such as market study, financing feasibility analysis, evaluation of housing needs etc.
 - Data collection will include information and analysis necessary to prepare an EIR.
 6. **Concept and Alternatives Development**
 - Community Involvement in Concept Development – As part of the Community Engagement Plan, Consultant should provide recommendations for involving community members as well as property owners, residents, businesses located in the PDA, as well as other identified stakeholders, in the process to develop land use alternatives.
 - Proposal should include suggestions for community, neighborhood and/or special issue meetings or workshops, or a combination thereof, and estimate number of required workshops or meetings;
 - Proposal should provide recommendations for effective, innovative use of existing venues, media, mapping, photo simulations, and internet technology to effectively distribute information and engage the community;
 - The Consultant should anticipate meeting(s) with City staff, advisory committees, and project stakeholders to achieve concurrence on design issues and major components of the plan such as land use, circulation, open space, and utilities and infrastructure, as well as potential local policy adjustments necessary to create a vibrant mixed-use transit village.
 - Modeling of Land Use Scenarios – Consultant should anticipate modeling of land use scenarios to evaluate impacts and determine recommended alternative that will meet City of Livermore goals, and BART ridership requirements, and MTC TOD housing requirements.
 7. **Recommendation of Preferred Alternative** – the Consultant will be expected to present major PDA Plan concepts and preferred alternative to the City’s Planning Commission and the City Council for approval.
 8. **Specific Plan and EIR Document Preparation**
 9. **Public Review of Draft EIR and Draft Specific Plan**
 - Includes preparation of necessary forms and noticing for public review;
 - Preparation of Errata to document recommended revisions;
 - Addressing comments on EIR;
 - Presentation to relevant advisory bodies and Planning Commission and City Council for approval.
 10. **Final Revisions to Draft Plan and Final EIR - Once the documents are finalized, the consultant shall provide:**
 - 20 hard copies of the Final Plan, Draft EIR, and Final EIR;
 - 50 CD’s with electronic files of the Final Plan, Draft EIR, and Final EIR Environmental Assessment;
 - Electronic file of the documents in PDF format and suitable for posting on the City’s website;

- Electronic file of the documents that can be updated by City staff, software platform TBD. All graphics should be provided in an electronic format that can be utilized by the City and clearly reproduced by the City.
- Presentation to relevant advisory bodies and Planning Commission and City Council for approval.

Submittal Requirements

Submittal Deadline: Proposals shall be submitted to the City of Livermore by 5:00 p.m. on Monday, August 20, 2012. All proposals shall be submitted to:

Bob Vinn, Assistant City Engineer
 Livermore Community Development Department
 1052 South Livermore Avenue
 Livermore, CA 94550

Proposals received after this time will not be accepted. The proposer shall submit six (6) copies of the proposal in a sealed envelope, addressed as noted above, bearing the proposer's name and address, and clearly marked as follows:

“Request for Proposal –Isabel Avenue/BART Station PDA Plan”

Proposal Format

The proposal should be typed and be as brief as possible and shall be limited to no more than 30 pages in total. Six (6) copies of the proposal are required. The proposal should include the following information:

Proposed Scope of Work – This section of the proposal should establish the applicant's understanding of the City's goals, the purpose of the PDA Plan, project work requirements, and the applicant's ability to satisfy those goals and requirements. Succinctly describe the proposed approach for addressing the required work, outlining specific activities that would be undertaken in completing the various tasks and specifying who would perform them. Include a proposed timetable for completing all work.

Project Staffing – This section should outline designated staff for the project including name, title, specific responsibilities and estimated person-hours of participation, as well as the number of years of relevant experience. Describe relevant experience of specific staff that will be assigned to the project. Any subconsultants should also be identified as project team members.

Estimated Cost – This section should include the applicant's overall cost for performing the services including a breakdown of cost by task, allocation of hours and cost per hour to complete tasks per designated staff member.

Firm Qualifications – Include a discussion of the firm's experience designing/completing projects of a similar nature to what is being proposed, including Specific Plans, PDA Plans, BART Station Area/Ridership Development Plans, and CEQA preparation.

References and Completed Project Samples – Include any references (include contact name and phone number) from customers who have used your firms services for projects of a similar nature as well as a

description(s) and 8 ½" x 11" photos or illustrations of any projects of a similar nature to what is being proposed that have been designed by your firm and successfully completed.

Evaluation Criteria

Submittals will be evaluated according to the following criteria:

Project Understanding

How well the firm’s response translates the project’s requirements into a viable work plan that will accomplish the City Council’s goals.

Project Proposal

Whether the firm’s proposal addresses all the City’s needs for this project. Whether the selection and assignment of the firm’s personnel and other resources logically and adequately meet the needs of this project.

Estimated Cost/Budget/Schedule

Reasonableness of the total price proposed, adequacy of data in support of figures quoted, reasonableness of individual task budgets, and approach and ability to meet the desired schedule.

Qualifications of the Firm

Experience in performing work of a similar nature, experience working with other local public agencies, record of completing work on schedule, strength and stability of the firm and any proposed subcontractors, and assessments by client references.

Previous Work with Projects of Similar Nature

Experience in designing successfully completed projects of a similar nature.

Award of Contract

Award of a contract will be contingent on the City receiving a funding allocation for this work. The City reserves the right to reject any and all proposals.

Project Timeline

Following is the proposed schedule for the consultant selection process and development of the PDA Plan and environmental assessment:

Task	Anticipated Date
Circulate RFP	Thursday, July 5, 2012
Pre-Proposal Meeting Livermore Council Chambers, 3775 Pacific Avenue	Wednesday, July 18, 2012 1:00 – 2:00 pm
Submittal Deadline	Monday August 20, 2012, 5:00pm
Consultant Interviews (if warranted)	Anticipated week of August 27, 2012
Award Contract (subject to funding availability)	Anticipated late October 2012
Plan Development and Environmental Assessment	November 2012- April 2014

Attachments:

Attachment 1 – Tri-Valley PDA Map

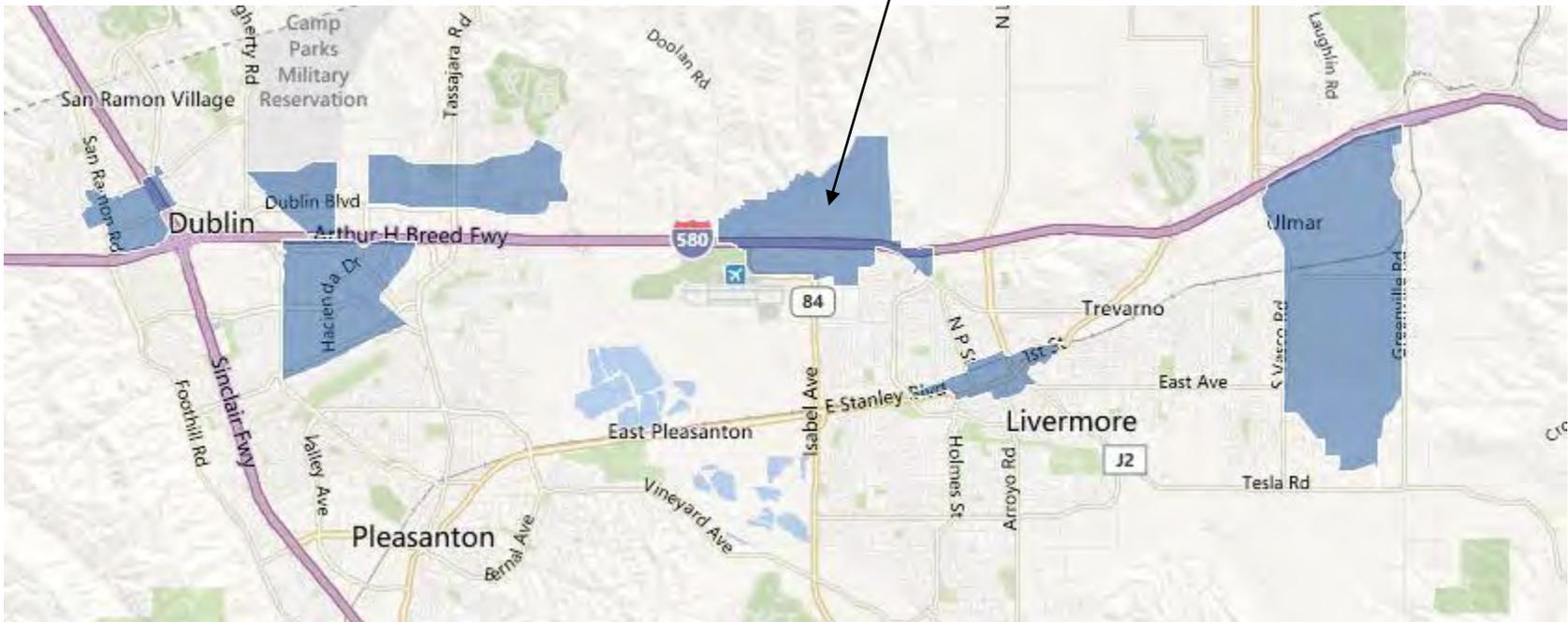
Attachment 2 – Isabel Avenue BART Station PDA Boundary Map

Attachment 3 – MTC/ABAG PDA Planning Elements Description & Guidance

Attachment 1

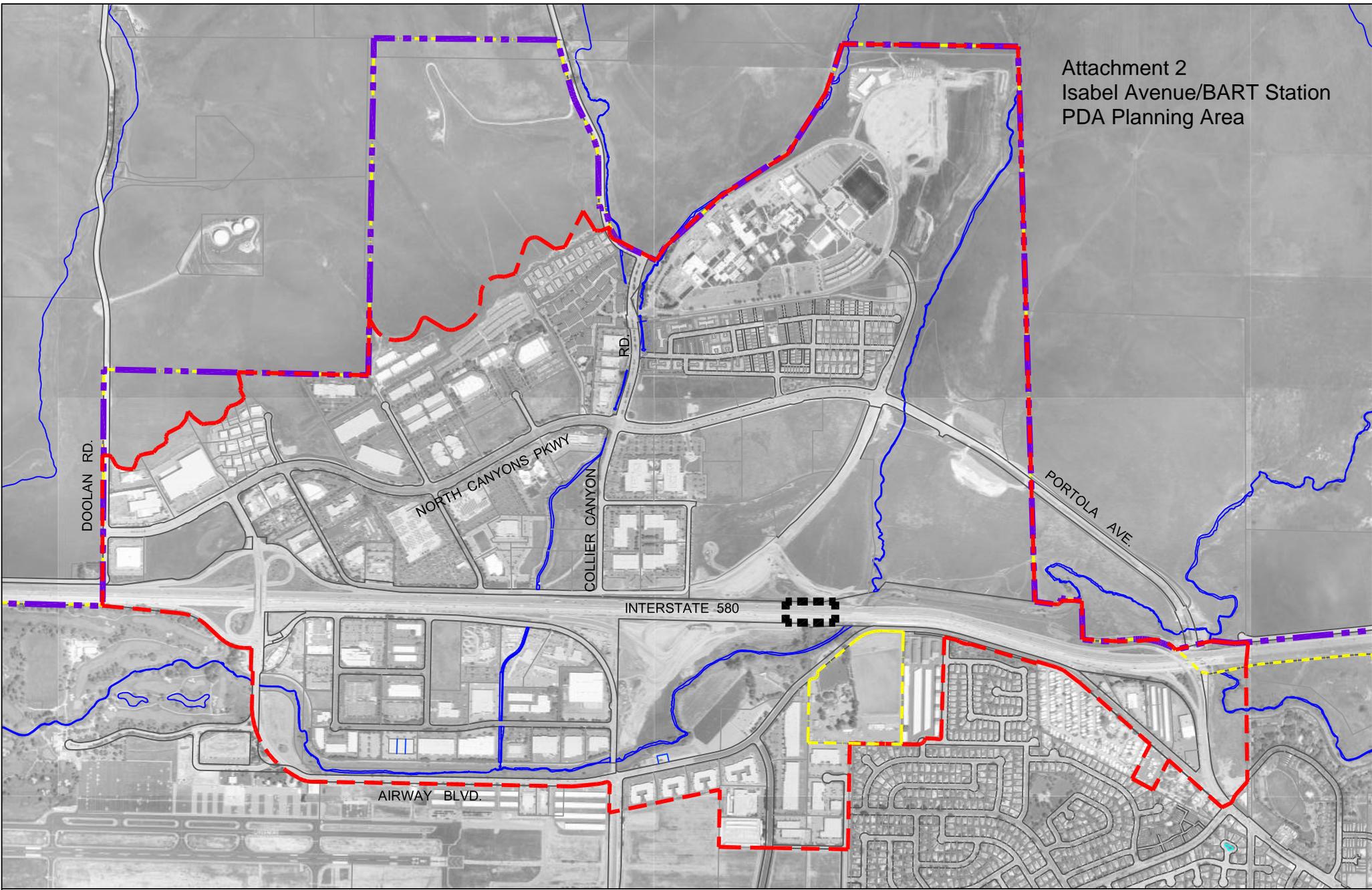
Priority Development Areas in the Tri-Valley

Isabel Avenue/BART Station PDA Planning Area



Source: <http://geocommons.com/maps/141979>

Attachment 2
Isabel Avenue/BART Station
PDA Planning Area



LEGEND:

 PROPOSED PRIORITY DEVELOPMENT AREA (1,132± ACRES)

 POTENTIAL PHASE 1 BART EXTENSION

 LIVERMORE URBAN GROWTH BOUNDARY

 LIVERMORE CITY BOUNDARY



Appendix 1 PDA Planning Elements Description & Guidance

The following pages document each of the PDA planning elements, including the goal the element should aim to achieve, a description, examples or suggestions about what to include in the development of the element and what the deliverable should include. This information provides PDA planning grantees with an expectation of the scope for each element and what MTC/ABAG will be looking for in submitted deliverables.

Priority Development Area (PDA) Profile

Goal: Brief initial report providing an overview of demographic and socio-economic characteristics of the planning area, transit/travel patterns and use, physical aspects of the planning area, as well as any known issues that will need to be considered or addressed in the planning process. Context for the relationship between the planning area and the jurisdiction's surrounding area should be provided.

Data sources should include the US Census, as well as other planning efforts.

Results from the PDA Profile should inform subsequent planning elements.

Measures to be included or described in the PDA Profile

- Population
- Age
- Ethnicity
- Language
- Place of birth and residence
- Disability
- Households
- Employment
- Income and poverty status
- Household tenure and costs
- Place of work
- Travel mode to work
- Vehicle availability
- Travel time to work
- Physical landscape (inventory of housing, jobs, parks, neighborhood amenities/retail, social services, schools/playgrounds, activity nodes, etc.)
- Known issues or concerns to be included in the planning process

Deliverable: Report containing the above-referenced measures describing the planning area. The information contained in this report should be referenced throughout the planning process in the development of subsequent planning elements.

Community Involvement

Goal: Create a collaborative planning process with community stakeholders, including residents, business proprietors, property owners, transit agencies, neighborhood associations, non-profit or other community or faith-based organizations, etc. Special attention should be paid to involve community groups and minority, low-income, youth, renter, and non-English speaking populations. The purpose of the collaboration is to solicit comments from these stakeholders, review preliminary findings with them, and utilize their perspective in developing a vision for the planning area. The outcome of successful community involvement is broad-based community support for the final plan, as well as for the process to develop the plan.

Create a Community Involvement Plan

Before beginning the planning process, develop a plan for community involvement. As a first step, refer to the PDA Profile for an understanding of the residents and stakeholders to be engaged in the process. The plan should outline various strategies to involve these residents and stakeholders, and should provide for on-going oversight of the planning process, as well as opportunities for input at specific points in the process. Depending on the demographic make-up of the project area, translation of materials into languages other than English may be necessary and should be factored into the community involvement budget.

The involvement plan should identify:

- a. Potential Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) members, and/or a process for selecting members
- b. Strategies to partner with local community organizations and engage community members (see below)
- c. Strategies specific to engaging low-income communities and communities of color
- d. Schedule of public meetings, TAC and CAC meetings, and other public events/meetings

Community Involvement Strategies

Strategies to consider incorporating into your community involvement plan are detailed below.

- Develop a *Citizens Advisory Committee (CAC)* - required
CACs can provide a broad-based participation in the development of the plan and offer a mechanism for on-going oversight of the planning process. A CAC also allows the community to share ownership of the planning process as well as the final plan, and can help to create community buy-in.
- Develop a *Technical Advisory Committee (TAC)* - required
A TAC provides input from partner agencies, including other city departments, transit providers, the congestion management agency and regional agencies.
- Partner, collaborate or *contract with local community-based organization(s)(CBO)*
To engage the direct participation of residents in the project area, partnering or contracting with local community-based organizations that provide services to the residents may be an effective strategy. Local CBOs may be most familiar with how to reach their client base, particularly non-traditional participants in the process.
- Establish *project-specific fact sheets, telephone hotlines, posters, maps or websites*
Offer a variety of ways the community can access information and/or provide feedback about the planning process.
- Attend *regularly-scheduled meetings or public events in plan area*
Getting on the agenda of regularly scheduled meetings, such as homeowners associations, community groups, rotary clubs, or places of worship offer an opportunity to discuss the planning process when interested stakeholders are already meeting rather than having them attend a separate meeting about the planning process. In addition, community events such as Farmer's Markets or street fairs can be used to distribute

project fact sheets, surveys or other information about the planning process. These events will also be a good opportunity to build the project mailing list for later project events.

- Conduct *focus groups and interviews*
Focus groups or interviews offer an opportunity to obtain in-depth feedback from key stakeholders or groups.
- Distribute *surveys*
Develop a project survey to both educate stakeholders and solicit feedback about needs, values and tradeoffs.
- Host project-specific *public meetings, workshops or open houses*
Offer a range of options that accommodate busy schedules, allowing attendees to spend as much or as little time as they wish
- Involve *City Council and Planning Commissioners*
Early involvement of elected and appointed officials can help ensure their buy-in and smooth the plan adoption process
- Include *developers*
Developers and property owners bring an important perspective, particularly regarding market feasibility of plan alternatives
- Develop *photosimulations*
Photosimulations, particularly of development alternatives, may be a useful tool to engage stakeholders, as well as help to provide visualization of densification
- Involve *local media*
Coverage by local media can help secure coverage of planning efforts.
- Post-plan *follow-up*
Potentially through the CAC, survey the community to identify areas of agreement, as well as what issues require additional attention

Groups to include in Community Involvement

- Residents – home owners and renters
- Businesses
- Property owners
- Local groups (i.e. neighborhood and business associations)
- Community and faith-based organizations (i.e. local non-profits serving residents in plan area)
- Seniors, including senior centers/housing
- Youth
- Non-English speaking population

Techniques for Involving Low-Income Communities and Communities of Color*

- Outreach in the community (flea markets, places of worship, health centers, etc.)
- Translate materials; have translators available at meetings as requested
- Include information on meeting notices on how to request translation assistance
- Robust use of “visualization” techniques, including maps and graphics
- Use of community and minority media outlets to announce participation opportunities

Deliverables:

- a. A community involvement plan detailing who will be engaged and when, along with the strategies that will be used to engage them
- b. Materials for distribution
- c. Meeting minutes, public comment summaries, survey or focus group summaries

* from MTC's 2010 Public Participation Plan

Alternatives Analysis

Goal: Development of several land use alternatives or visions over the long term, their impacts upon the existing community and neighboring land uses, the feasibility of instituting each alternative, and the selection of a preferred development scenario. The alternatives should include an analysis of potentially incompatible land uses and resulting exposure issues.

Considerations:

- Specify the time horizon for the scenarios, taking into consideration the implementation timeframe of the plan
- Review existing place-type for the planning area; does the place type change based on the community's vision in the preferred alternative?
- Develop options for different development scenarios early in the process to allow for discussion and input from community and key stakeholders (see Community Involvement)
- Scenarios may include
 - * Minimum allowable density standards
 - * Ridership forecasts based on different development scenarios
- How do different land uses relate to circulation in the planning area, ridership, parking, open space, etc.
- What land uses are under consideration now vs. what uses are proposed for the future
- Land uses should consider zoning, form based code or both

Deliverable: Memo including:

- Alternatives considered
- Process for selecting the preferred alternative
- Description of the preferred alternative
- Supporting maps, i.e. land use map, circulation map, density/form map

Market Demand Analysis

Goal: An analysis of the future market demand for higher density-housing at all levels of affordability, retail, commercial and industrial (if appropriate) uses. The analysis should consider the existing market and outcomes in the short-term, as well as an assessment of trends with a long-range perspective. The trend analysis should reflect outcomes identified in the Alternatives Analysis.

Elements to include in Market Demand Analysis

- Delineation of primary and secondary (broader) market areas (set context for analysis)
- Assessment of *potential for employment* in the planning area
 - * Identify characteristics of current employment near planning area based on land use, industry breakdown, and the type and frequency of nearby transit
 - * Describe trends in the current real estate market and expected patterns of growth based on reports from commercial real estate brokers or government agencies
 - * Analyze feasibility of various mixed-use components
 - * Project employment based on projected square footage of potential commercial development of each type (see below)
- Assessment of *potential for housing* in the planning area
 - * Assess current demographics (population, household type, age, income, etc), as well as projected growth and projected changes in trends (i.e., more households of a certain type)
 - * Consider tendency of various household types and age groups to locate near transit
- Assessment of *potential for commercial development* (i.e. retail, entertainment, etc.)
 - * Assess existing commercial development
 - * Describe trends in the current real estate market and expected patterns of growth based on reports from commercial real estate brokers or government agencies
 - * Cross reference with analysis of how much more retail could be supported by expected growth in housing and population.
- Projected absorption of housing at various income levels

Deliverable: A report containing current conditions, as well as short-term and long-term potential for employment, housing and commercial development in the planning area. Analysis should link back to the preferred vision identified in the Alternatives Analysis

Affordable Housing and Anti-Displacement Strategy

Goal: Develop a strategy to provide existing and future plan area residents with a range of housing options that are affordable to households at all income levels. The strategy should describe the existing demographic and housing profile of the area, quantify the need for affordable housing, identify specific affordable housing goals for the plan, assess the financial feasibility of meeting the need for affordable housing, and identify strategies needed to meet the affordable housing goals.

To limit or prevent displacement in the area, the strategy should identify how non-subsidized affordable housing units in or neighboring the plan area may be impacted by the plan build-out. The plan should describe existing preservation policies to maintain neighborhood affordability and additional zoning changes or policies needed. The anti-displacement strategy may also include the maintenance and enhancement of small businesses, services and community centers that serve lower-income residents.

Elements to include in Affordable Housing and Anti-Displacement Strategy:

Assessment of Existing Conditions

- Describe the demographic characteristics of the existing population in the plan area, including factors such as income levels, ethnic/racial composition, and presence of low-income renters (who are at greatest risk of displacement)
- Describe the housing characteristics in the plan area, including factors such as housing tenure, household size, and housing affordability for both deed-restricted and market-rate units
- Describe market conditions that affect the provision of affordable housing, such as land availability and value, obstacles to development in the plan area, and existing affordable housing policies (e.g., inclusionary zoning, rent control or stabilization policies, housing preservation programs, etc.)

Quantification of Affordable Housing Need

- Quantify the expected need for affordable housing, by income level, in the plan area based on the characteristics of the existing and expected future population
- The statement of need should not be limited by estimates of what seems feasible

Identification of Goals

- Consider goals such as:
 - No net loss of affordability in the plan area
 - Total number of affordable units, by income level, that will be accommodated in the plan area
 - Target for percentage of total units that are affordable
- Demonstrate consistency with the jurisdiction's Regional Housing Need Allocation and the sites and policies identified in the Housing Element

Feasibility Analysis

- Assess the amount of affordable housing, by income level, that is likely to be produced by the market
- Estimate the public financial burden and the private costs required to meet the identified housing need
- Identify potential funding sources available to develop affordable housing
- Identify the "gap" between the dollar amount needed for affordable housing and the potential sources available

Implementation Strategy

- Identify specific strategies to retain existing affordable units
- Specify the location and type of units (size, tenure, etc.) to be developed in the plan area
- Identify funding sources that will be used to preserve or add affordable housing
 - Local sources (bonds, impact fees, housing trust fund, etc.)
 - State and Federal sources (HOME, CDBG, tax credits, grants, etc.)
 - Other

- Identify policies that will be used to preserve or add affordable housing
 - Inclusionary housing
 - Housing trust fund
 - Reduced parking standards
 - Rehabilitation programs
 - Land trusts
 - Foreclosure mitigation
 - Other

- Identify policies that will be used to avoid displacing existing residents
 - Engagement of communities likely to be displaced
 - Economic development (locally owned businesses, local hire, new area jobs that meet residents' skill levels)
 - Enhancement of community centers and facilities

Deliverable: A report that outlines the plan's approach to providing a range of affordable housing options to existing and future residents, based on the elements identified above.

Multimodal Access & Connectivity Component

Goal: Strategies for improving bus access to rail stations and ferry terminals and frequency of feeder services (in consultation with transit providers) as well as pedestrian, bicycle and auto access and safety. Multi-modal connections between transit stations and high-density housing, surrounding neighborhood amenities, activity nodes, and open space should be emphasized. This should apply throughout the planning area boundaries (include significant nodes outside plan area boundaries).

Pedestrian Access & Circulation (see also, Pedestrian-Friendly Design Standards)

Identify pedestrian access and circulation patterns between station/terminal, local transit, neighborhood amenities and activity nodes in the planning area. Utilizing the PDA Profile and Alternatives Analysis (for future land uses), show the most heavily pedestrian traveled routes in your planning area, emphasizing pedestrian safety.

- Identify primary pedestrian routes
- Consolidate and minimize driveways
- Accommodate ADA requirements

Bicycle Access & Circulation

Incorporate county-wide and local bike plans, station/terminal access for bicycles, bicycle parking and storage. Identify circulation pattern to adjacent activity centers and nodes. Show the bicycle network identified by class in the planning area. Identify connections to regional routes.

- Incorporate Countywide and City Bike Plans
- Bike lane treatments at intersections
- Bike racks and storage
- Bike lane width and treatment, designation class I-III and sharrows

Transit Connectivity

Identify and locate feeder bus service/hubs at stations/terminals, identify various lines serving stations, and routes and stops within the planning area.

- Bus stops at intersections
- Bus Shelters
- Bus bulb outs
- Intermodal access, including way-finding signage, accessible transit information, real-time technology, schedule coordination, fare coordination and last-mile connecting services
- Close and early consultation/coordination with all affected transit operators

Auto Circulation

Locate vehicular routes from core planning area parking structures/ lots to arterials, expressways, and freeways. Minimize auto and pedestrian/bicycle conflicts.

- Identify auto intensive land uses
- Keep vehicular circulation to a minimum in pedestrian core areas
- Relocate auto oriented land uses in highly pedestrian trafficked areas. Including vehicular entrances of parking structures

Deliverable: Multimodal access and connectivity plan/memo and pedestrian-friendly design standards or similar (See Pedestrian-Friendly Design Standards)

Pedestrian-Friendly Design Standards

Goal: Building, open space and street design standards that focus on pedestrian-oriented design that enhances the walking environment and increases pedestrian comfort and convenience as well as the safety and security of transit patrons in and around the plan area.

Background:

In preparation for the TLC 2010 Capital Call for Projects, MTC developed design guidance utilizing context-sensitive design solutions. The guidance suggests ranges (minimum and maximums) for a variety of design elements, which can be viewed as best practices, and can be considered a base from which to work for the design elements included in the plan.

Possible approaches that prioritize pedestrians:

Pedestrian Friendly Design Guidelines

Form Based Code

Street Design Guidelines

Context Sensitive Solutions

Considerations to prioritize pedestrians include:

- Sidewalk width
- Block Length 300'-400'
- Mid-block crossings (controlled)
- High visibility crosswalk treatments at all legs of intersections
- Pedestrian refuge islands
- Pedestrian-scaled lighting
- Curb return radii
- Audible signals
- Curb extensions (Bulb outs)
- ADA compliant ramps
- Street trees & planters
- Street furniture and fixtures
- Max. Travel lane width
- Way Finding signage
- 25 mph Speed Limit in Pedestrian Zones

Deliverable – See Multimodal Access and Connectivity Component

Accessible Design

Goal: Create an accessibility plan for people with disabilities, ensuring fully accessible transit stations, accessible paths of travel between the stations and surrounding areas, and visitable and habitable housing units adjacent to transit stations and in the planning area where feasible. If new housing is proposed within the planning area, at least 10% of townhomes should be habitable by persons with disabilities. Accessible paths of travel between the transit stations and essential destinations within the planning area should take into consideration width of sidewalks, presence of curb cuts, physical barriers that would prevent persons with mobility limitations from access and enhancements that would facilitate access.

Key Definitions

- **Accessible:** Housing and routes to transit that meet the needs of an individual of a person with mobility limitations
- **Adaptable:** Housing that allows some features of a building or dwelling to be readily changed to be accessible
- **Habitable:** Dwelling where a person with a disability can live with an accessible bedroom
- **Visitable:** Dwelling where a person with a disability can visit with an accessible restroom
- **Townhome:** A multi-story residence that is connected by a common wall to another residence
- **Universal Design (UD)*:**
 - The design of products and environments to be usable by all people, to the greatest extent possible, without adaptation or specialized design.
 - A user-friendly approach to design in the living environment where people of any culture, age, size, weight, race, gender and ability can experience an environment that promotes their health, safety and welfare today and in the future.

Considerations when developing the Accessibility Plan

- Do new housing units (including townhomes) in the planning area incorporate universal design, or are habitable by persons with mobility limitations (e.g have accessible bathrooms and bedrooms, or can be converted through universal design)
- Does your jurisdiction have a policy to incorporate universal design in new housing developments in the planning area? If yes, what is the policy and how will it apply to the planning area?
- Describe the path of access to and from transit and essential services within a ½ mile from existing and planned housing units in the planning area. Description should include width of sidewalks, presence of curb cuts, physical barriers that would prevent persons with mobility limitations from access, and enhancements that would facilitate access.

Deliverable: Memo containing how the planning area will accommodate persons with disabilities, both in path of travel to/from transit and surrounding destinations, as well as habitable and visitable housing units.

* from Universal Design Alliance, <http://www.universaldesign.org/universaldesign1.htm>

Parking Policy and Management

Goal: Create a parking policy and management element that aims at reducing parking demand through pricing, zoning, and support for alternative modes. Pricing and zoning requirements have the largest impact on parking demand. Although most drivers do not pay a direct fee to use most parking, creation and operations of the spaces is not free: developers must pay to build and maintain the parking spaces and they add a cost to rental and purchase prices, typically hidden. Commercial tenants, in turn, pass the cost on to consumers by adding it to prices of good and services. Minimum parking requirements tend to lower density, encourage sprawl and reduce demand for transit and other modes. The plan should include requirements on new developments/uses, and employers in the planning area as described below.

A. New developments or uses - City Parking Requirements

Include one or more of the following three approaches:

1. Eliminate parking minimums for new developments in the planning area
2. Reduce parking minimums to levels consistent with AB 710 (Skinner), as proposed in 2011, specifically: City requirements of no more than:
 - i. 1 space per residential unit
 - ii. 1 space per 1,000 square ft of commercial space, or
3. Establish parking maximums at a level of no higher than one and one-half the minimums above, i.e., 1.5 spaces per residential unit and 1.5 spaces per 1,000 sq ft commercial space

Approaches 1 & 2 provide greater flexibility and choice for developers to customize their housing products to address local demand and context, providing consumers more choices. Reductions in city requirements allow developers to propose development with lower levels of parking, including for reuse of existing buildings. Examples of no parking requirements on residential developments or use include downtown areas in San Francisco, Los Angeles, Berkeley, Seattle, WA and Portland OR. Note that these approaches do not limit the level of parking that can be proposed or built by developers.

Approach 3, creating parking maximums, limits the level of parking that can be proposed or built by developers. Parking maximums are a relatively new strategy, and serve to reduce automobile travel and congestion in the local areas with good availability of alternative modes. The number of spaces allowed is typically based on either quality of transit modes or local utilization rates. Examples include downtown San Francisco, Cambridge, MA, Portland, Bend and Hood River, OR. Use of parking maximums should be carefully evaluated to determine that development is financially viable in the local context.

These strategies can be used in combination, i.e., both a lower or no minimum and a maximum. In addition, the plan should consider other appropriate strategies, such as unbundling, car-share, bicycle parking, pedestrian accessibility, shared parking, and transit passes to support these approaches.

B. Employers - City Parking Requirements

Include one or more of the three approaches:

1. Commuter Benefit Ordinance requiring employers to choose one of the following (using the models of SF, Richmond and Berkeley)
 - a. Pre-tax dollars- Employer sets up a deduction program under existing IRS code 132(f), allows employees to make monthly pretax deductions to purchase transit passes or vanpool rides.
 - b. Employer Subsidy, see CommuterBenefits.org or the IRS Fringe Benefits Guide at IRS.gov/publications/p15b/index.html for more information
 - c. Employer Provided -Employer offers workers free shuttle service on company-funded bus/van.
1. Parking cash-out based on city enforcement of state law, as per SB 728, Lowenthal, passed 2010
2. Transportation Demand Management - participation in an active TDM Association

Additional information on parking planning and management approaches, steps and strategies is available in the MTC Parking Toolbox - http://www.mtc.ca.gov/planning/smart_growth/parking/parking_seminar.htm.

Deliverable: Parking management plan/memo incorporating elements listed above

Infrastructure Development and Budget

Goal: Describe existing public infrastructure (streets and roadways, sidewalks, bike lanes and racks, utilities, street furniture, street trees, parking, stormwater management, etc.) and public facilities/services (transit stations/shelters, libraries, parks, centers, schools, police/fire, etc.) within the planning area, determine improvements needed to meet the demands of the existing and anticipated service population, develop cost estimates, and identify potential funding mechanisms for necessary improvements and maintenance.

Considerations:

- Describe existing public infrastructure and facilities and highlight strengths/weaknesses in the PDA Profile
- Incorporate findings from the Market Demand Analysis
 - For example, if the Market Demand Analysis finds that higher density housing can be accommodated, will utility pipe upgrades be needed?
- Factor in regulatory requirements for new development (e.g. stormwater or fire protection)
- Coordinate with local service agencies, such as school districts, police and fire to determine potential budget/facility impacts as a result of new development
- Specific mapping or analysis may be needed to fill in data gaps to assess infrastructure needs and identify service factors for estimating costs (e.g. cost per service population or per user)
- Conduct a fiscal impact analysis to determine the impact of the plan on public services and determine appropriate financing strategies to meet costs
- Prioritize/phase improvements and include in Implementation Plan and Financing Strategy

Deliverable: Memo outlining infrastructure development and budget

Implementation Plan and Financing Strategy

Goal: List action items necessary to implement the goals of the plan and identify responsible department, cost estimates, potential revenue sources, and timeframe for completion.

Considerations:

- Identify action items for each topical section (e.g. land use or connectivity) of the plan to implement the goals of that section and for overall plan implementation, such as programmatic changes to incorporate new programs.
- Action items should be categorized and listed in a logical format (e.g. bulleted list and/or table)
- Each action item should be assigned a time frame for implementation (e.g. short 0-2 years, medium 3 to 5 years, long-term 6+ years) to easily identify immediate next steps and longer term priorities.
- Each action should have a cost estimate and potential funding sources
- Each action item should be assigned to a responsible department
- Evaluate opportunities for neighborhood groups/other organizations to implement/assist with projects (e.g. street clean-up)
- Establish a mechanism for annual review of plan implementation progress and priorities (e.g. annual staff status report to planning commission/city council or have each department review implementation action items and incorporate into their departmental budget review process)

Deliverable: Implementation Plan with Financing Strategy

Preparation for Plan Implementation

Goal: Prepare all necessary documents and changes at the time of plan adoption to proceed immediately with plan implementation, such as Program-level EIR

- Zoning changes
- General Plan amendments
- Developer agreements