

# MTC Smart Parking Workshops



METROPOLITAN  
TRANSPORTATION  
COMMISSION

MTC is offering technical workshops to assist local jurisdictions in examining key issues in parking policies. These are primarily intended for city council members, city planners, city public works, infill developers and other parties seeking parking policies and communication approaches to support infill and transit oriented development for their communities.

## Focus Areas

- Parking and Smart Growth
- Rethinking Parking Minimums
- Analyzing Parking Structures
- Parking Management

**Featuring keynote speakers from the public and private sectors, discussion sessions, and implementation and communication tools.**

## Schedule and Location

Each of these three workshops is the same:

**Click on one to register.**

**June 11** 1 pm – 4 pm in San Jose

**June 12** 9 am – 12 noon in Oakland

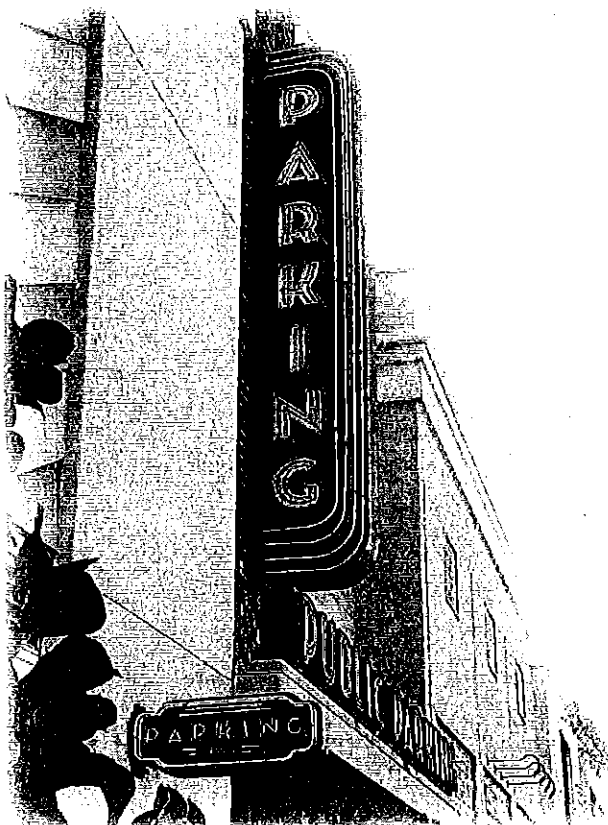
**June 13** 1 pm – 4 pm in Walnut Creek

For assistance with registration, contact:  
[jrichards@mtc.ca.gov](mailto:jrichards@mtc.ca.gov) or call 510.817.5815

Registration required. Specific locations will be provided when you register.

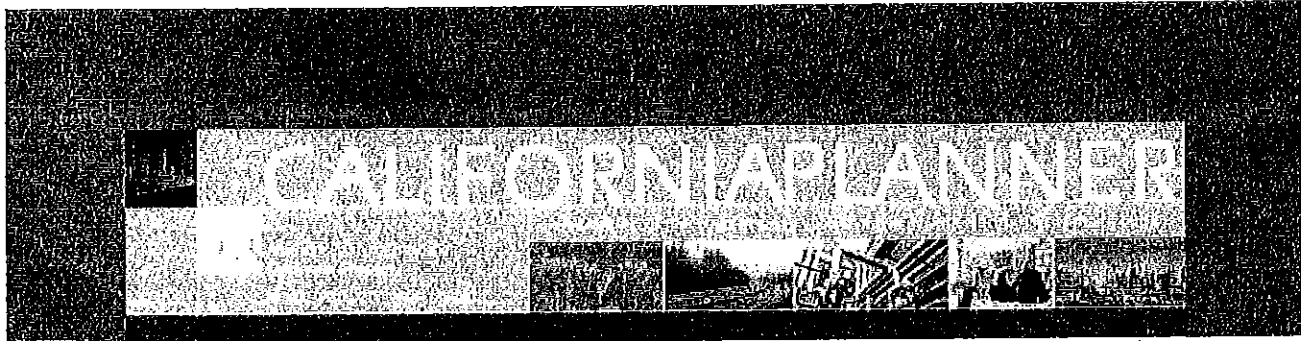
Registration deadline June 6, 2012.

For more information, see  
[www.mtc.ca.gov/planning/smart\\_growth/parking/workshop.htm](http://www.mtc.ca.gov/planning/smart_growth/parking/workshop.htm)  
or contact Valerie Knepper:  
[vknepper@mtc.ca.gov](mailto:vknepper@mtc.ca.gov) or call 510.817.5824



AB 904  
see attached  
text

**Subject: URGENT: Restrictive Parking Bill Reintroduced**  
**From: Lauren Silva <DO-NOT-REPLY-TENDENCI@schipul.net>**  
**Date: 6/13/2012 3:20 PM**  
**To: bantrans@sbcglobal.net**



Hello Barbara,

The following is a link to AB 904, sponsored by the Infill Builder Association and authored again by Assembly Member Skinner.

[http://ct3k1.capitoltrack.com/Bills/11Bills/asm/ab\\_0901-0950/ab\\_904\\_bill\\_20120612\\_amended\\_ser1\\_v94.pdf](http://ct3k1.capitoltrack.com/Bills/11Bills/asm/ab_0901-0950/ab_904_bill_20120612_amended_ser1_v94.pdf)

The bill is a gut and amend that is now similar to AB 710 (Skinner). This bill requires restrictive parking standards similar to those included in AB 710, which you'll recall died on the Senate floor at the end of last year. AB 904, in a different form, already passed the Assembly, and is now awaiting hearing in the Senate.

*APA California is not opposed to the concept of lower parking requirements near transit when a community decides it is right for them -- the issue is that a one-size-fits-all statewide standard is not appropriate.*

AB 904, on and after January 1, 2014, would prohibit a city or county (including charter cities) from requiring minimum parking requirements in transit-intensive areas greater than the following:

- One parking space per 1000 square feet for nonresidential projects (including commercial, industrial, institutional, or any other nonresidential projects regardless of type of use).
- One parking space per unit for non-income-restricted residential projects.
- 75/100ths parking spaces per unit for projects that include both income restricted and non-income restricted units.
- 5/10ths parking spaces per unit for units that are deed restricted at least 55 years to rents or prices affordable to persons and families making less than 60% of area median income.

The definition of "transit-intensive area" means an area that is within 1/2 mile of a major transit stop or within 1/4 mile of the center line of a high-quality transit corridor included in a regional transportation plan, including a major transit stop such as a High Speed Rail transit stop) included in a regional transportation plan but not completed.

There are a few exceptions. Units with floor ratios below 0.75, deed-restricted rent control/rental replacement units, and units where the owner withdrew the units from rental are all exempt from the parking restrictions.

Local agencies can impose higher parking standards than are included in the bill if they make written

findings, based on substantial evidence and "objective criteria" that all of the following apply to the specific transit-intensive area:

1. There isn't sufficient walkability.
2. There isn't sufficient level of transit service or bike access to provide viable alternatives to the car.
3. The lower standards undermine "existing parking standards that create effective incentives for transit-oriented development or affordable housing production, or both".
4. The standards conflict with a station area plan in effect as of 1/1/2013 that provides reduced off-street parking compared to standard zoning required outside the transit-intensive area.

The local agency would be required to adopt an ordinance implementing any parking standards above those included in the bill. But, if the agency does not adopt such an ordinance by January 1, 2014, projects deemed complete after January 1, 2014, but before adoption of the ordinance, would be required to meet the reduced parking requirements in this bill.

The sponsors believe that builders and the market should decide how much parking to provide, and that these reduced parking standards significantly reduce the cost of development and increase the number of transit-accessible and affordable housing units, increase density and development and use of public transit, and reduce green house gas emissions and vehicle miles traveled by removing an incentive to drive.

APA California is interested in receiving your comments on this measure, and are also interested in how you believe the bill would specifically impact your jurisdiction or community. Please send your comments to Sande George, contact info below, within the next two weeks.

In addition, if you believe that this bill would create problems for you community, we urge you to write a letter to the author, with a copy to Sande, expressing opposition.

Her contact information is below:

Sande George  
Lobbyist, APA California  
Stefan/George Associates  
925 L Street, Suite 200  
Sacramento, CA 95814  
[sgeorge@stefangeorge.com](mailto:sgeorge@stefangeorge.com)  
916-443-3494 (fax)

Thank you everyone,

Dave Snow, APA California Vice President of Policy and Legislation  
Sande George, APA California Executive Director and Lobbyist  
Lauren Silva, APA California Lobbyist

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AB 904

## aroundthecapitol

california legislation > AB 904 (Skinner): Local government: parking spaces: minimum requirements.

*Italicized text* includes proposed additions to law or the previous version of the bill.

~~Struck text~~ includes proposed deletions to law or the previous version of the bill.

(pdf version)

AMENDED IN SENATE JUNE 12, 2012

AMENDED IN ASSEMBLY JANUARY 11, 2012

AMENDED IN ASSEMBLY MAY 10, 2011

AMENDED IN ASSEMBLY APRIL 14, 2011

AMENDED IN ASSEMBLY MARCH 31, 2011

INTRODUCED BY Assembly Member Skinner

FEBRUARY 17, 2011

~~An act to add Section 381.3 to the Public Utilities Code, relating to energy. An act to add Article 2 (commencing with Section 65200) to Chapter 3 of Division 1 of Title 7 of the Government Code, relating to local government.~~

### LEGISLATIVE COUNSEL'S DIGEST

AB 904, as amended, Skinner. ~~Energy efficiency.~~  
Local government: parking spaces: minimum requirements.

~~The Planning and Zoning Law requires specified regional transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, and requires the regional transportation plan to include, among other things, a sustainable communities strategy, for the purpose of using local planning to reduce greenhouse gas emissions.~~

~~This bill, commencing on January 1, 2014, would prohibit a city or county from requiring a minimum parking standard in transit-intensive areas, as defined, greater than one parking space per 1,000 square feet in nonresidential projects, one parking space per unit in residential projects, and specified portions, as applicable, of a parking space per unit for certain affordable housing projects, except as specified. The bill would also make a statement of legislative findings regarding the application of its provisions to charter cities.~~

~~Existing law requires the State Energy Resources Conservation and Development Commission (Energy Commission) to establish, by March 1, 2010, a regulatory proceeding to develop a comprehensive program to achieve greater energy savings in the state's existing residential and nonresidential building stock.~~

~~Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations and gas corporations. Existing law authorizes the PUC to establish rules for all public utilities, subject to control by the Legislature. Pursuant to existing law, the PUC has opened Rulemaking 09-11-014 (Order Instituting Rulemaking to Examine the Commission's Post-2008 Energy Efficiency Policies, Programs, Evaluation,~~

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### scott's reading list

1. California Crackup: How Reform Broke the Golden State and How We Can Fix It
2. That Used to Be Us: How America Fell Behind in the World It Invented and How We Can Come Back
3. Coast of Dreams
4. Golden Dreams: California in an Age of Abundance, 1950-1963 (Americans and the California Dream)
5. Willie Brown: A Biography
6. The secret boss of California;: The life and high times of Art Samish,

Measurement and Verification, and Related Issues, filed November 20, 2009). Existing law requires the PUC, by March 1, 2010, to open a new proceeding or amend an existing proceeding to investigate the ability of electrical corporations and gas corporations to provide various energy efficiency financing options to their customers for the purposes of implementing the above-described Energy Commission program.

This bill would require the PUC, as part of Rulemaking 09-11-014, to evaluate reasonable alternatives for financing residential energy efficiency retrofits, including efficiency improvements of heating, ventilation, and air-conditioning. The bill would require the PUC to consult and coordinate with the Energy Commission in complying with those requirements.

Vote: majority. Appropriation: no. Fiscal committee: yes  
no . State-mandated local program: no.

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

*SECTION 1. This act shall be known and may be cited as the Sustainable Parking Standards Act of 2012.*

*SEC. 2. (a) The Legislature finds and declares all of the following:*

*(1) The state, cities, and counties have invested billions of dollars in transit infrastructure. Land use policies that reduce the cost and complexity of transit-oriented development help ensure a return on that investment.*

*(2) Consistent with Senate Bill 375 and Assembly Bill 32, it is state policy to promote transit-oriented infill development.*

*(3) Existing parking requirements throughout the state are based on low-density and segregated single land uses.*

*(4) Parking is costly to build and maintain and can substantially increase the cost of constructing and operating infill projects.*

*(5) The high cost of the land and improvements required to provide parking significantly increases the cost of transit-oriented development, making lower cost and affordable housing development financially infeasible and hindering economic development strategies.*

*(6) Increasing public transportation options and developing more walkable and bikeable neighborhoods reduce the demand for parking.*

*(7) Excessive governmental parking requirements for infill and transit-oriented development reduce the viability of transit development by limiting the number of households and workers near transit, increasing walking distances, and degrading the pedestrian environment.*

*(8) Reducing excessive minimum parking requirements for infill and transit-oriented development and allowing builders and the market to decide how much parking is needed can do all of the following:*

*(A) Ensure sufficient but not excessive amounts of parking are provided.*

*(B) Significantly reduce the cost of development and increase the number of transit-accessible and affordable housing units.*

*(C) Increase density in areas with the most housing demand, and improve the viability of developing alternate modes of transportation, such as public transit, ridesharing, biking, and walking.*

*(D) Reduce green house gas emissions and vehicle miles traveled by removing an incentive to drive.*

*(b) It is the intent of the Legislature to reduce unnecessary government regulation and to reduce the cost of development by eliminating excessive minimum parking requirements for infill and transit-oriented development.*

*(c) The Legislature further finds and declares that the need to address infill development and excessive parking requirements is a*

*matter of statewide concern and is not a municipal affair, as that term is used in Section 5 of Article XI of the California Constitution. Therefore, this act shall apply to all cities, including charter cities.*

SEC. 3. Article 2 (commencing with Section 65200) is added to Chapter 3 of Division 1 of Title 7 of the Government Code, to read:

*Article 2. Sustainable Parking Standards Act of 2012*

*65200. (a) Commencing on January 1, 2014, in transit-intensive areas, a city, county, or city and county, including a charter city, shall not require projects to provide a minimum number of parking spaces greater than:*

*(1) One parking space per thousand square feet of commercial, industrial, institutional, or other nonresidential projects.*

*(2) One parking space per unit for non-income-restricted residential projects.*

*(3) Seventy-five one hundredths parking spaces per unit for projects that include both income-restricted and non-income-restricted units, and which meet the standards in subdivision (b) of Section 65915.*

*(4) Five-tenths parking spaces per unit for units that are restricted by a recorded covenant or a deed that lasts at least 55 years to rents or prices affordable to persons and families making less than 60 percent of area median income.*

*(b) This section shall not be construed as setting a maximum number of spaces a project may provide.*

*(c) This section shall not apply to any property that meets any of the following criteria:*

*(1) The property and immediately adjoining properties are restricted to development or redevelopment at a floor area ratio of below 0.75.*

*(2) The property includes a parcel or parcels whose dwelling units are subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of low- or moderate-income, or are subject to other forms of rent or price control imposed through a public entity's valid exercise of its police power, that will be destroyed or removed, unless any proposed development on the property is to include an equal number of bedrooms that shall be made available at affordable housing costs to, and will be occupied by, persons and families in the same or lower income category (extremely low, very low, or low) in the same proportion as the units occupied or last occupied by extremely low, very low, or low-income households in the property. Rental replacement units provided pursuant to this paragraph shall be made available at affordable housing costs for at least 55 years, or at the remaining term of the existing recorded covenants or deed restrictions that require maintenance of affordable housing costs, which are consistent with the parties meeting their contractual obligations. Ownership replacement units provided pursuant to this paragraph shall be made available at affordable housing costs for at least 45 years.*

*(3) The property includes a parcel where the owner withdrew residential rental units pursuant to Chapter 12.75 (commencing with Section 7060) of Division 7 of Title 1, from rental or lease, or offering for rental or lease pursuant to paragraph (2) of subdivision (a) of Section 7060.2.*

*(d) For purposes of this section, "transit-intensive area" means an area that is within one-half mile of a major transit stop or within one-quarter mile of the center line of a high-quality transit corridor included in a regional transportation plan. A major transit stop is as defined in Section 21064.3 of the Public Resources Code, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan. For purposes of this section, a high-quality transit corridor means a corridor with a fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. A property shall be considered to be within one-half mile of a*

major transit stop or within one-quarter mile of the center line of a high-quality transit corridor if all parcels within the property together have no more than 25 percent of their area farther than one-half mile from the stop or within one-quarter mile of the center line of a corridor, and if not more than 10 percent of the residential units or 100 units, whichever is less, in any proposed project are farther than one-half mile from the stop or within one-quarter mile of the center line of a corridor.

(e) Consistent with subdivision (f), a city, county, or city and county, including a charter city, may require higher minimum parking standards for new development in a transit-intensive area other than those established pursuant to subdivision (a) if it makes written findings, specific to that transit-intensive area, based upon objective criteria and substantial evidence in the record that:

(1) The transit-intensive area in question does not currently have or cannot reasonably expect to have sufficient walkability, as defined by proximity to services such as grocery stores or other neighborhood amenities within one-half mile of the transit-intensive area.

(2) The transit-intensive area in question does not currently have or cannot reasonably expect to have a sufficient level of transit service or bike access to provide for viable alternatives to the car.

(3) The parking standards set forth in this act would undermine existing parking standards that create effective incentives for transit-oriented development or affordable housing production, or both.

(4) The parking standards set forth in this section conflict with a plan that is specific to a station area and is in effect as of January 1, 2013, that includes a major transit stop and provides for reduced off-street automobile parking requirements in comparison to the standard zoning requirements in the same jurisdiction outside the transit-intensive area.

(f) Any action by a city, county, or city and county, including a charter city, to increase parking requirements in a transit-intensive area pursuant to subdivision (e) shall be in the form of an ordinance that complies with a local zone, plan, or other generally applicable development standard within that transit area. Development projects whose applications the city or county has deemed complete after January 1, 2014, but before the adoption of any increased minimum parking requirements made pursuant to this subdivision, shall not be subject to those increased minimum parking requirements.


(g) A city, county, or city and county that has adopted an ordinance pursuant to subdivisions (e) and (f) may repeal that ordinance at any time without any requirement for new findings or analysis.

(h) Before January 1, 2014, a city, county, or city and county may evaluate and approve projects pursuant to the parking standards under this section.

SECTION 1. Section 381.3 is added to the Public Utilities Code, to read:

381.3. (a) As part of Rulemaking 09-11-014 (Order Instituting Rulemaking to Examine the Commission's Post-2008 Energy Efficiency Policies, Programs, Evaluation, Measurement and Verification, and Related Issues, filed November 20, 2009), the commission shall evaluate reasonable alternatives for financing residential energy efficiency retrofits, including efficiency improvements of heating, ventilation, and air conditioning.

(b) The commission shall consult and coordinate with the State Energy Resources Conservation and Development Commission in complying with subdivision (a).

|  |  |
|--|--|
| <p align="center"><b><u>City of Baldwin Park</u></b><br/>Administrative Policy # 027</p> | <p align="center"><b><u>Date:</u></b><br/>Approved by: City Council<br/>7/20/11</p>  |
| <p align="center"><b><u>SUBJECT:</u></b><br/><br/>Complete Streets Policy</p>            | <p align="center"><b>Authority:</b><br/>Public Works Department<br/>&amp;<br/>Community Development Department</p>  <p align="center">Mayor, Manuel Lozano</p> |

*The objective of this policy is to establish guiding principles and practices transportation improvements are planned, designed, constructed, operated maintained to encourage walking, bicycling, and transit use while promoting operations for all users.*

The City of Baldwin Park will create a safe and efficient transportation system that promotes the health and mobility of all Baldwin Park citizens and visitors by providing high quality pedestrian, bicycling, and transit access to all destinations throughout the city, and will design its streets for people, with beauty and amenities. The City of Baldwin Park will provide for the needs of drivers, transit users, bicyclists, and pedestrians of all ages and abilities in all planning, design, construction, reconstruction, retrofit, operations, and maintenance activities and products.

The City of Baldwin Park will enhance the safety, access, convenience, and comfort for all users of all ages and abilities. The City understands that children, seniors, and persons with disabilities will require special accommodations.

#### ***STREET NETWORK / CONNECTIVITY***

(A) The City of Baldwin Park will design, operate and maintain a transportation network that provides a connected network of facilities accommodating all modes of travel.

(B) The City will actively look for opportunities to repurpose rights-of-way to enhance connectivity for pedestrians, bicyclists, and transit.

(C) The City will focus non-motorized connectivity improvements to service schools, parks, civic uses, regional connections and commercial uses.

(D) The City will require large new developments and redevelopment projects to provide interconnected street networks with small blocks.



## **JURISDICTION**

(A) This Complete Streets Policy is intended to cover all development and redevelopment in the public domain and all street improvement assessment districts within Baldwin Park, but will also focus on regional connectivity.

(B) Every City Department including Administration, Public Works, Community Development, Recreation and Community Services, and Police, will follow the policy.

(C) The City requires all developers and builders to obtain and comply with City's standards.

(D) The City requires agencies that Baldwin Park has permitting authority over including, but not limited to, water agencies, electrical utilities, gas and petroleum utilities, communications utilities, and service contractors to comply with this policy.

(E) The City will work closely with Los Angeles County, Caltrans, the Los Angeles County Metropolitan Transportation Authority, the Southern California Regional Rail Authority, and the Southern California Association of Governments to promote compliance.

(F) The City encourages agencies not under Baldwin Park's jurisdiction including, but not limited to, the Baldwin Park Unified School District, to satisfy this policy.

## **PHASES**

The City of Baldwin Park will apply this Complete Streets policy to all roadway projects including those involving new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway as well as those that involve new privately built roads and easements intended for public use. Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance and operation activities over time.

## **EXCEPTIONS**

Complete Streets principles and practices will be included in street construction, reconstruction, repaving, and rehabilitation projects, as well as other plans and manuals, except under one or more of the following conditions:

(A) A project involves only ordinary or emergency maintenance activities designed to keep assets in serviceable condition such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim measures are implemented on temporary detour or haul routes.

(B) The City Council exempts a project due to excessive and disproportionate cost of establishing a bikeway, walkway or transit enhancement as part of a project.

(C) The Director of Public Works and the Manager of Community Development jointly determine the construction is not practically feasible or cost effective because significant or adverse environmental impacts to waterways, flood plains, remnants native vegetation, wetlands, or other critical areas, or due to impacts on neighbor land uses, including impact from right of way acquisitions.

(D) Unless otherwise determined by the City Council, the Director of Public Works and the Manager of Community Development jointly determine it is practically feasible or cost effective to implement the provisions of this policy through public or private project design or manuals or other plans.

Exceptions described in (B) and (C), above, will be documented and be made available for public access at least 21 days prior to decision. Exceptions described in (A) and (D), above, will be documented.

### **DESIGN**

Additionally, Baldwin Park's City Council declares it is the City of Baldwin Park's policy to:

(A) Adopt new Complete Streets Design Guidelines to guide the planning, funding, design, construction, operation, and maintenance of new and modified streets in Baldwin Park while remaining flexible to the unique circumstances of different streets where sound engineering and planning judgment will produce context sensitive design.

(B) Incorporate the Complete Streets Design Guidelines' principles into all plans, manuals, rules, regulations and programs as appropriate.

(C) Provide well-designed pedestrian accommodations on all streets and crossings. Pedestrian accommodations can take numerous forms, including but not limited to traffic signals, roundabouts, bulb-outs, curb extensions, sidewalks, bus zones, shared-use pathways, and perpendicular curb ramps, among others.

(D) Provide well-designed bicycle accommodations along all streets. Bicycle accommodations can take numerous forms, including but not limited to the use of bicycle boulevards, striping, slow streets, low auto volume streets, traffic calming, signs and pavement markings, among others.

(E) Where physical conditions warrant, landscaping shall be planted whenever a street is newly constructed, reconstructed, or relocated.

### **CONTEXT SENSITIVITY**

(A) The City of Baldwin Park will plan its streets in harmony with the adjacent land uses and neighborhoods.

(B) The City will solicit input from local stakeholders during the planning process.

(C) The City will integrate natural features, such as waterways, and of topography into design of our streets.

(D) The City will design streets with a strong sense of place. We will architecture, landscaping, streetscaping, public art, signage, etc. to reflect community and neighborhood.

(E) The City will coordinate street improvements with merchants along retail commercial corridors to develop vibrant and livable districts.

(F) The City will practice sustainable storm water management strategies.

### **PERFORMANCE MEASURES**

The City will evaluate this Complete Streets Policy using the following performance measures:

1. Total miles of on-street bikeways defined by streets with clearly marked or sign bicycle accommodation
2. Total miles of streets with pedestrian accommodation (goal – all)
3. Number of missing or non-compliant curb ramps along City streets (goal – 0)
4. Number of new street trees planted along City streets
5. Percentage of new street projects that are multi-modal
6. Number and severity of pedestrian-vehicle and bicycle-vehicle crashes
7. Number of pedestrian-vehicle and bicycle-vehicle fatalities (goal – 0)
8. Track Fitnessgram data of Baldwin Park Unified School District students
9. Sales tax revenue

The City will identify funds and create a methodology to collect data related to the performance measures.

### **IMPLEMENTATION**

(A) *Advisory Group.* The City will establish an inter-departmental advisory committee to oversee the implementation of this policy. The committee will include members of Public Works, Community Development, Recreation and Community Services, and the Police Departments from the City of Baldwin Park. The committee may include representatives from the Los Angeles County Metropolitan Transportation Authority, representatives from the bicycling, disabled, youth and elderly community and other advocacy organizations, as relevant. This committee will meet quarterly and provide a written report to City Council evaluating the City's progress and advise implementation.

(B) *Inventory.* The City will maintain a comprehensive inventory of the pedestrian and bicycling facility infrastructure integrated with the City's database and will prioritize projects to eliminate gaps in the sidewalk and bikeways networks.

(C) *Capital Improvement Project Prioritization.* The City will reevaluate Capital Improvement Projects prioritization to encourage implementation of bicycle, pedestrian and transit improvements.

(D) *Revisions to Existing Plans and Policies.* The City of Baldwin Park incorporate Complete Streets principles into: the City's Circulation Element, Transportation Strategic Plan, Transit Plan, Traffic Safety Master Plan, Specific Plan, Urban Design Element; and other plans, manuals, rules, regulations and programs.

(E) *Other Plans.* The City will prepare, implement, and maintain a Bicycle Transportation Plan, a Pedestrian Transportation Plan, a Safe Routes to School Plan, an Americans with Disabilities Act Transition Plan, and a Street Tree and Landscape Master Plan.

(F) *Storm Water Management.* The City will prepare and implement a plan transition to sustainable storm water management techniques along our streets.

(G) *Staff Training.* The City will train pertinent City staff on the content of Complete Streets principles and best practices for implementing the policy.

(H) *Coordination.* The City will utilize inter-departmental project coordination to promote the most responsible and efficient use of fiscal resources for activities that occur within the public right of way.

(I) *Street Manual.* The City will create and adopt a Complete Streets Design Manual to support implementation of this policy.

(J) *Funding.* The City will actively seek sources of appropriate funding to implement Complete Streets.

# The Board of Supervisors

County Administration Building  
651 Pine Street, Room 106  
Martinez, California 94553

John Glavin, 1<sup>st</sup> District  
Gayle B. Uilkema, 2<sup>nd</sup> District  
Mary N. Piepho, 3<sup>rd</sup> District  
Karen Mitehoff, 4<sup>th</sup> District  
Federal D. Glover, 5<sup>th</sup> District

# Contra Costa County

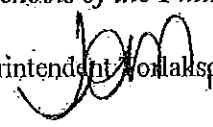


David Twa 4-13  
Clerk of the Board  
and  
County Administrator  
(925) 335-1900

May 8, 2012

Tom Torlakson  
State Superintendent of Public Instruction  
California Department of Education  
1430 N Street  
Sacramento, CA 95814

**Subject:** *Schools of the Future Report*

Dear Superintendent  Torlakson:

On behalf of the entire Board of Supervisors I am writing to congratulate you on the release of the *Schools of the Future Report* last year. The Board of Supervisors is particularly pleased with the recommendations regarding the development of more effective of school siting practices. The *Report* echoes a number of the County's comments and concerns over the years regarding the conflict between the State's school siting policies and safe routes to school programs, SB 375 requirements, the Strategic Growth Council's *Health in All Policies* initiative, complete streets initiatives, and state and local planning policies.

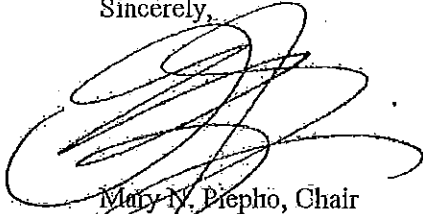
As you may be aware, Contra Costa County has experienced conflicts between local land use authorities and school districts as both entities grapple with the rapid growth in demand for school capacity, safe transportation facilities and adequate housing. The *Report* includes a number of encouraging recommendations that will hopefully mark the beginning of a change in the manner in which schools, which *potentially* act as the anchor of great communities, are developed.

The County understands that a dialog to discuss the implementation of the recommendations in the *Report* will begin this summer. Considering our experience and interest in this issue, we look forward to participating in these forums. In the interest of having a complete dialog and productive outcome we are hopeful that participation by a broad range of affected parties is fostered.

We close with an encouraging goal from the California Strategic Growth Council's *Health in All Policies* initiative, *Every California resident has the option to safely walk, bicycle, or take public transit to school, work, and essential destinations.*

Again, congratulations on your *Schools of the Future Report*, we look forward to working with you on implementation efforts in the near future.

Sincerely,



Marty N. Piepho, Chair  
Contra Costa County Board of Supervisors  
Supervisor, District III

C: Contra Costa County State Legislative Delegation  
Hon. Alan Lowenthal, Chair, CA State Senate Education Cmte.  
Hon. Julia Brownley, Chair, CA State Assembly Cmte. on Education  
Dr. Wendel Brunner, MD, Director of Public Health, Contra Costa County  
Catherine Kutsuris, Director, CC Cnty. Dept. of Conservation & Development  
Julie Buoren, Director, CC Cnty. Public Works Dept.

Don Tazini, Chair, Contra Costa Transportation Authority  
Mark Luce, President, Association of Bay Area Governments  
John Gioia, Chair, Bay Area Air Quality Management District  
R. Chapman, MD, Director, CA Department of Public Health  
Heather Fargo, SGC, Health in All Policies Task Force  
DeAnn Baker, CA State Association of Counties