

## Resilient by Design Project Updates 9.04.18

This is a brief summary of ongoing activities in the Resilient by Design project areas inspired by the Design Team's efforts. Many people and organizations have been played crucial roles in making sure this work continues past May including Resilient by Design Executive Board members and advisors, Resilient by Design staff, local government and community-based stakeholders and Design Teams themselves.

### ALL BAY COLLECTIVE

**Brief summary of current efforts:** The San Leandro Bay/All Bay Collective area has been designated to receive an SB1 planning grant. The most promising element of the ABC design proposal appropriate for this funding is likely the Doolittle Drive area, where the design proposes raising and relocating Doolittle Drive (State Route 61) and simultaneously enhancing Arrowhead Marsh by expanding it southward. The long-term vision would fill in the Sea Plane Channel with dredge spoils from annual dredging operations in the Central Estuary, thereby reconnecting Arrowhead Marsh to the higher elevation landscape adjacent to Doolittle Drive. This is an area where the East Bay Regional Park District has already put in significant work on a Bay Trail connection and we are assessing the potential to build on that work and bring in the flood protection elements that the ABC idea envisions. Ideally this effort can bring together the key stakeholders – such as Caltrans, EBRPD, the Oakland Airport and City of Alameda – to plan and implement an overall vision that increases public access and brings flood control and other benefits.

This project exemplifies the benefits of groundwork laid by Resilient by Design. On its own, this effort is an important Bay Trail connector, however this area is seen as somewhat disconnected to existing efforts in other parts of East Oakland and Alameda around the shoreline and within the watershed. By framing this as a part of a larger strategy to reduce flood risk and enhance public access to the surrounding communities, this project can be seen as a catalyst to efforts in Alameda and eventually tying in with other work in Oakland.

The community partners that worked with ABC along with the City of Oakland will be launching an East Oakland neighborhood planning process through a grant they received through the Transformative Climate Communities grant. An additional element for the SB1 grant could be to build in some information sharing and potentially joint planning sessions to finalize both planning grants with a series of viable, fundable next steps for individual components of the project that will build toward the larger vision.

## BIONIC

**Brief summary of current efforts:** The Bionic Team has worked over the summer with the City of San Rafael, the Canal Welcome Center and the Marin Community Foundation to identify the most promising short-term project ideas, to jointly apply for a Partners for Places grant from the Funders Network for Smart Growth. This grant requires a match from a local community foundation which MCF has committed to, which is a great result already coming out of this effort.

- The grant proposal outlines a plan to work directly with residents to identify clear design priorities for the Pickleweed Park and Albert J. Boro Community Center, which is the central hub for community gathering, advocacy, education, recreation, and culture.
- During a local disaster or emergency, this is where the community will gather for support, services, information, and recovery. It is a trusted place for locals to gather.
- This project is a great first step as redesigning this highly used park can provide flood protection benefits, upgrade needed stormwater infrastructure and maximize the recreational benefits.
- This builds on the research and design process launched through Resilient by Design and also could be integrated with the existing efforts for marsh enhancements on the adjacent Tiscornia Marsh.

The City of San Rafael is also interested in other elements of the Bionic design proposal and held an information session about the proposal on August 20. They are currently in a General Plan update process and are looking for ways to fold in these ideas into that process. The sustainability committee of the General Plan update effort is taking the lead on bringing in the research and ideas from Resilient by Design into city efforts. There continues to be significant interest among local groups to learn more about the research and ideas that emerged from this effort. An outcome of the General Plan update could be a set of recommendations for next steps including development guidelines, policy changes and potentially a local tax measure to fund infrastructure upgrades.

## BIG+ONE+Sherwood

**Brief summary of current efforts:** Sherwood has designated a staff person to coordinate efforts to move the project ideas forward. With the Port's focus on the seawall ballot measure, their capacity to move forward next steps will be limited over the next few months, it is expected that once that measure passes (hopefully) and the work is underway, planning for Islais Creek will be a next step that the Port of SF could take the lead on with other key city stakeholders.

## COMMON GROUND

**Brief summary of current efforts:** The San Pablo Baylands/Highway 37/Common Ground project area was designated to receive an SB1 planning grant. The Common Ground team has continued to make presentations at a variety of relevant meetings including the SR37 policy committee and baylands committee. The passage of RM3 ensures that significant funding will be available for the next stages of planning for the SR37 redesign so now is the time to move forward with innovative and ecologically sound options.

- The next step is to analyze the feasibility for a continuous bicycle, e-bike, water and pedestrian connection through the SR37 corridor in both the Petaluma and Sonoma-Napa Baylands; including concepts introduced in the Vision during RBD.
- This study will feed in evaluation of preferred alternatives for SR-37 during EIR starting next year.
- In particular, the study will focus on looking for appropriate areas for public access, creating the sense of place identified as a need in the Resilient by Design concept. In particular for SR 37 commuters from the east, the goal is to see physical tangible benefits that will build interest and momentum toward a comprehensive vision for the redesign of the area.

This greater awareness among a broader group of stakeholders can help balance concerns among some land managers in the area that the increased public access envisioned in the Common Ground proposal will be at cross purposes with the habitat values in much of that land. A more methodical planning process that clearly identifies areas appropriate for increased public access will help allay concerns while raising awareness about the risks and alternatives.

## HOME TEAM

**Brief summary of current efforts:** The Watershed Project served as the primary community partner to the Home Team in North Richmond and they have been tasked with next steps in moving forward the work in this region. They are working through the North Richmond Green Steering Committee to assess and prioritize the project ideas that emerged from the Resilient by Design process – the potential priorities include:

- Urban greening master plan: Urban tree canopy/green urban infrastructure (bioswales/rain gardens) for North Richmond
- Design a model for a Green Benefit District for DAC to provide funding for maintenance of urban greening projects
- Floating wetland at the Wildcat Marsh Staging Area or Dotson Marsh. Demonstration project and outdoor classroom
- Richmond Parkway Bridge. Most visible portion of a “necklace” of complete streets connectivity projects
- Horizontal Levee south of the West County Wastewater Treatment Facility. Demonstration project for building sea level rise protection for critical urban infrastructure
- Oyster reef

## PERMACULTURE AND SOCIAL EQUITY

**Brief summary of current efforts:** P+SET has launched a second phase of the People's Plan in coordination with Supervisor Kate Sears' office and the People's Plan graduates in Marin City. This next phase (Phase II), scheduled for September 2018-December 2018, will serve to empower community members to design the proper organizational structure needed to house the People's Plan.

Phase II will also support community members in continuing their capacity building training focusing on decision-making and governance structures, fundraising, and furthering their collaborative design skills. Phase II is key in preparing community members for Phase III of the People's Planning process. Phase III will allow community members to move forward on the site they have chosen to finalize the design (at present all designs are in a preliminary design stage) and then learn the next steps in getting a design shovel ready.

Phase II will have the following outcomes:

1. Identifying the proper organizational structure to house the People's Plan.
2. Identifying the first site (choosing from the 6 project sites outlined in the People's Plan) for final design and implementation to build out a "Model Project"
  - a. Review steps to move forward with each site
3. Skill building for participants in fundraising and grant writing process. The participants will also collaborate with facilitators to complete the application process for 1-2 grants to fund the next phase of training and design.
4. Finalized list of partnerships and facilitators for the People's Plan Phase III Training
5. Finalize the timeline and overview for the Phase III Training

Phase II timeline is an eight-session training that will also include community members as co-facilitators, guest presenters, field trips and hands-on learning.

By the end of this planning process and build out, this will be the first time in Marin City's history that a group of intergenerational community members have collaborated to design, fund and implement a city-wide plan.

## HASSELL +

**Brief summary of current efforts:** The South San Francisco/Hassell+ area has been designated to receive an SB1 planning grant. A working group including San Mateo County, City of South San Francisco, Genentech, SamTrans and San Francisco Airport was convened by Bay Area Council to discuss next steps and this next phase planning effort will focus on adaptation of the east-west corridors of Colma Creek and the former freight line to:

- Reduce flooding risk along Colma Creek due to sea level rise and severe storms
- Increase access to transit and bike and pedestrian connectivity in South San Francisco
- Improve shoreline access and recreation along Colma Creek
- Improve water quality in Colma Creek and San Francisco Bay

Project Team will leverage partnerships formed through earlier planning efforts led by Project Team members, as well as seek participation from representatives of other initiatives, including Resilient by Design, San Mateo County, City of South San Francisco, Genentech, SamTrans, San Francisco Airport and others.

This project will provide the opportunity to build on work done previous to and during Resilient by Design and will update/build-out existing hydraulic model to include updated topography for Creek and adjacent South City area, with sufficient detail to support edge of creek design solutions. This work will also Develop mass grading study and a feasibility and regulatory analysis for preferred flood protection scenarios Adaptation strategies will focus on a range of green infrastructure adaptations to Colma Creek, adjacent streets and land parcels. Mobility and hydrodynamic modeling [BW1] should be utilized to assess impacts of each adaptation strategy

Priority will be given to multi-benefit strategies that reduce flooding and protect against sea-level rise, while also increasing access to the shoreline and to public transit infrastructure for the community. The team will assess the economic, environmental and social benefits of potential adaptation strategies using a combination of quantitative and qualitative methods. The benefits assessment will include identification of the populations or stakeholder groups who will be impacted or benefited by the adaptation strategies.

The SB1 Project Management Team and local working group will provide input and oversight to focus the work on creating the framework for accessing future funding for implementation, with an initial focus on projects that could be funded by the current Colma Creek Flood Control Assessment.

## FIELD OPERATIONS

**Brief summary of current efforts:** East Palo Alto Safer Shoreline project is an example of an existing, ongoing effort that benefited from the acceleration and amplification of the RbD process. This project has the potential for accessing OES/FEMA funding through the Coastal Conservancy. The Field Operations Team has worked with the San Francisquito Creek JPA to respond to that funding opportunity and look for other ways to incorporate their design ideas into ongoing work.

The Field Operations team also had a very successful outreach effort building awareness around sea level rise particularly in East Palo Alto. They were able to work with Acterra to partner with their existing efforts to educate low income homeowners about energy retrofits. As with any community outreach/education effort, especially in communities that have had the experience of initiatives that make promises that do not deliver, it is essential to continue to maintain those community relationships.

As a next step, Acterra has planned a number of activities:

- They will plan and organize a community meeting for RBD and the South Bay Sponge Team (Field Operations) to report the findings and outcomes of the Challenge to the community of East Palo Alto. The purpose of the meeting is to let community members learn what the outcomes of the RBD program were this spring and engage in conversation about how to continue the work that Field Operations envisions. A representative from East Palo Alto library

will be invited to discuss housing the South Bay Sponge posters and materials for display at the library.

- Lack of awareness among some City officials of the degree to which East Palo Alto is vulnerable to the effects of climate change and sea level rise leads to missed opportunities to do long-term planning that would help mitigate negative impacts in the future. Acterra is cultivating relationships with the East Palo Alto Mayor, Vice Mayor, and City Council members to make them aware of the benefits of RBD's work to the City. In particular, Acterra is working on organizing a high-level meeting to bring experts and local leaders on climate change to conduct an educational session with the East Palo Alto City Council, city commissioners, and community leaders about the urgent need for EPA to prioritize climate change and sea level rise on their agendas.

Along with raising awareness and educating local residents and leaders about flood risks, this effort has the goal of developing a network of leaders who can work as resilience advocates on the myriad of shoreline development efforts in the area, from the Facebook campus, to the Dumbarton bridge, to the series of projects along the creeks and in the Salt Ponds. This effort could provide a model to other communities around the Bay (and beyond) to develop local capacity to work with consultants, designers and city leaders to maximize the impact of any efforts.

The substantive components of the Field Operations design require a high level of coordination among public and private stakeholders and a strong local champion to drive this effort. The Silicon Valley Leadership Group is convening a meeting later this month to learn more about the effort and discuss next steps and the Design Team is in continued conversations with the Santa Clara Valley Water District.

## PUBLIC SEDIMENT

**Brief summary of current efforts:** Public Sediment has outlined near term next steps for all of their project elements. For the area around Eden Landing, project elements can be part of requests for ongoing funding to support the South Bay Salt Pond Project. Elements of the Unlock Alameda Creek proposal would also potentially be well suited to apply for Measure AA funding.

The Coastal Conservancy has applied for a grant to launch the pebble beach project, now known as the Gravel Beach and Berm project which is proposed for a 2-mile perimeter of the South Bay Salt Pond Restoration Project Eden Landing Phase II site in Union City and Fremont, CA. The primary purpose of the Gravel Beach and Berm shoreline feature is to 1) develop a new flood risk reduction infrastructure at the site's perimeter that maintains and/or improves existing levels of flood protection for adjacent neighborhoods, 2) enable the breach of Alameda Creek and Old Alameda Creek channels and subsequent restoration of over 1300 acres of tidal wetlands, 3) create localized roosting and nesting habitat for least terns and shorebirds along the gravel Beach and Berm perimeter system, and 4) advance a resilient shoreline strategy that is replicable to other vulnerable Bay Area edges and develop community members and stakeholders as resilient leaders.

Additionally, Public Sediment team members have secured small grants to continue public education projects, including the continued development of the online version of their [Alameda Creek Atlas](#).