

Attachment 2

June 27, 2016

COMMENTS ON PLAN BAY AREA 2040 LAND USE AND TRANSPORTATION SCENARIOS

Thank you for the opportunity to comment on the draft scenarios. Santa Rosa staff appreciate what a complex undertaking the revision to Plan Bay Area is. Staff have reviewed the three land use and transportation scenarios, Main Streets, Connected Neighborhoods, and Big Cities. These scenarios are summarized generally below.

Scenario 1, the Main Streets alternative, provides a more dispersed land use pattern with cities outside the regional core identified for more growth. Much of that growth will be outside Priority Development Areas and some expansion of urban growth boundaries is assumed. Transportation strategies generally include suburban transit expansion and some highway capacity projects.

The Connected Neighborhoods, Scenario 2, includes growth focused in Priority Development Areas with increased residential capacity and no expansion of established urban growth boundaries. Transportation strategies focus on regional rail (BART and Caltrain), expansion of bus rapid transit, and some highway efficiency projects.

The Big Cities Scenario 3 focuses growth in San Jose, San Francisco, and Oakland, with the remainder of growth in cities proximate to the big three and served by transit. Transportation strategies include expansion of the South Bay transit system, core capacity transit projects in San Francisco and Oakland, linking regional rail to San Francisco and San Jose and increasing frequencies.

None of these scenarios closely reflect Santa Rosa's existing and future land use and circulation patterns. Of course, we recognize that with such a broad planning effort, any attempt to capture the uniqueness of each of the Bay Area's communities is challenging. Given the scenarios' general descriptions, Santa Rosa is a bit of a hybrid between the Main Streets and Connected Neighborhoods scenarios.

Santa Rosa's growth and development pattern, both existing and planned, reflect growth within a voter-approved urban growth boundary which includes five Priority Development Areas focused around future rail and bus transit. Growth is planned within and outside Priority Development Areas, which is similar to the Main Street alternative.

The Connected Neighborhoods scenario reflects ideas of compact development with a mix of housing, jobs, shopping, and services in proximity to transit and neighborhoods which Santa Rosa has included in its plans for its Priority Development Areas. These plans were developed with significant public involvement and reflect increases in density and intensity supported by the community involved in each planning process. Significant increases in density and intensity which are suggested in the Connected Neighborhoods alternative would not be consistent with local policy.

Recognizing the overall increase above the current Plan Bay Area projections of 300,000 people and 160,000 units, the housing units projected in the scenarios differs significantly from Santa Rosa's adopted General Plan, which projects 96,295 units at buildout. Both the Main Street and Connected

Neighborhoods scenarios project a greater number of units for Santa Rosa (11,534 and 23,825), while the Big Cities and No Project have fewer units. Infrastructure capacity planning and budgeting conducted in Santa Rosa reflect General Plan projections.

Employment projections in all scenarios are less than the 132,100 jobs projected by the General Plan at buildout.

While the Regional Housing Needs Allocation is not part of this update of Plan Bay Area, it is likely to influence the next cycle, which will include RHNA. With greater numbers of units projected in two of the three scenarios, it is likely for the future RHNA to reflect more housing units as well, which as noted above, are not currently planned.

As ABAG and MTC develop the preferred land use and transportation scenario, we would appreciate it recognize the small out-commute from Sonoma County. Focus on transit and funding for improvements within the County, including a potential regional approach to transit, would help solidify residents' choice to live and work within the County while reducing VMT and GHG.

Santa Rosa continues to be interested in the funding opportunities region-wide programs provide. Greater eligibility and access to regional transportation funding would provide more opportunities in implementing specific plans in Santa Rosa's Priority Development Areas by facilitating development readiness. Inclusion of the state of good repair for local streets and highways and climate strategies to support bicycle and pedestrian projects are important transportation investment strategies.