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## Planning Directors/Planning Advisory Committee

### MEETING AGENDA

*Thursday, February 18, 2015, 9:30 a.m.*

*Sonoma County Transportation Authority*

SCTA Large Conference Room

Phone participation: (707) 565-3433

#### ITEM

1. Introductions
2. Public Comment
3. Administrative
  - 3.1. Approval of the agenda – changes, additional discussion items- ACTION
  - 3.2. Review Meeting Notes from Dec 10, 2015\* – ACTION
  - 3.3. Notice of Officer elections – to be held at the first meeting of the year
4. Round table members discussion
5. Senate Bill 743 – CEQA, Alternatives to LOS in Transportation Analysis, Feb. 2016 Update\*
6. Regional Update – MTC/ABAG merger, facilitated discussion on Feb 25 at 1:30 with the TAC
7. Medical Marijuana regulations questionnaire\* -Amy Lyle, Sonoma County Permit & Resource Mgt. Dept.
8. Moving Forward 2040 – SCTAs Comprehensive Transportation Plan update
9. Other Business /Next agenda
10. Adjourn

\*Attachment

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The next **S C T A** meeting will be held **March 8, 2016**  
The next **Planning Directors/PAC** meeting will be held **March 17, 2016**

Copies of the full Agenda Packet are available at [www.sctainfo.org](http://www.sctainfo.org). **DISABLED ACCOMMODATION:** If you have a disability that requires the agenda materials to be in an alternate format or that requires an interpreter or other person to assist you while attending this meeting, please contact SCTA at least 72 hours prior to the meeting to ensure arrangements for accommodation. **SB 343 DOCUMENTS RELATED TO OPEN SESSION AGENDAS:** Materials related to an item on this agenda submitted to the **Planning Advisory Committee** after distribution of the agenda packet are available for public inspection in the Sonoma County Transportation Authority office at 490 Mendocino Ave., Suite 206, during normal business hours. Pagers, cellular telephones and all other communication devices should be turned off during the committee meeting to avoid electrical interference with the sound recording system.



**PLANNING DIRECTORS/PLANNING ADVISORY COMMITTEE MEETING  
NOTES**

**Meeting Notes of December 10, 2015**

A	J (May meeting cancelled)	J	A	O (Sept. meeting cancelled)	D (Nov. meeting cancelled)
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**ITEM**

1. Introductions

Meeting called to order at 9:39 a.m. by Janet Spilman.

*Committee Members:* Scott Duiven, City of Petaluma; Stephanie Hom, MTC; Lisa Kranz, City of Santa Rosa.

*Guests:* Vinita Goyal, ABAG; Christy Leffall, ABAG.

*Staff:* Brant Arthur, Chris Barney, Lauren Casey, Nina Donofrio, Janet Spilman, Dana Turréy.

2. Public Comment

N/A

3. Administrative

3.1. Approval of the agenda – changes, additional discussion items- ACTION

N/A (no quorum)

3.2. Review Meeting Notes from October 15, 2015\* – ACTION

N/A (no quorum)



3.3. Notice of Officer elections – to be held in January

N/A

The following agenda item was addressed out of order:

5.2 Displacement in Sonoma County – Discussion

Ms. Spilman opened up discussion, particularly addressing Petaluma. Scott Duiven noted that affordable housing is an ongoing issue. He noted the rising rental costs and that these are often higher than the average mortgage payment. He also announced the start of an affordable housing study. He explained that planning policy includes a 15% in-lieu fee.

Mr. Duiven noted the challenge in providing affordable housing, given the loss of redevelopment funds and inability to qualify for federal funding. He summarized planning policies under consideration to address these issues. He confirmed that this involves making a connection between PDAs, policies and station area plans.

Lisa Kranz of the City of Santa Rosa reported that there has not been significant development in PDAs and that while displacement is a concern, it is not currently recognized as a critical issue in Santa Rosa.

Ms. Goyal of ABAG noted the need to strengthen OBAG and strategies to address this. It was also noted that OBAG integrates policies to address displacement.

In response to questions from Ms. Goyal, Mr. Duiven confirmed that rising rent is demand-driven.

4. Round table members discussion (includes CA 2020 update)

*City of Petaluma:*

Mr. Duiven reported on progress with SMART and a major project in a PDA, as well as issues related to parking for SMART and ridership. He noted the opening of satellite offices from companies in San Francisco and the greater Bay area. He reported on large commercial projects (a 400,000 sq. ft. office building) that have become active following the recent recession.

Discussion continued regarding the Bicycle Coalition and the issue of bicycle/pedestrian connectivity to SMART.

*City of Santa Rosa:*

Lisa Kranz reported on the housing issue; affordable housing and the housing market. Council has directed staff to look into various housing issues, including affordability. Staff is coordinating several study sessions to look into these, and is working to meet the March deadline for the housing mitigation study. She summarized the significant outreach that has taken place, and plans for future outreach.

Ms. Kranz also reported that staff is preparing an emergency ordinance temporarily banning commercial cultivation of medical cannabis while the City continues working on the remainder of the ordinance governing dispensaries.

Staff is also in the planning and development stage of the Roseland Plan, with a public hearing scheduled. The Plan is due to be released in the spring.

5. Regional Update

5.1 Review Plan Bay Area, changes in regional forecasts, discussion of scenarios – presentation by ABAG

Vinita Goyal of ABAG presented a slideshow showing an overview of Plan Bay Area. This included concerns regarding affordable housing, PDAs, PCAs, and a regional map showing these areas. She emphasized the importance of engagement with local government. She also summarized regional updates, and milestones. The final plan and EIR will be adopted in June 2017.

Ms. Goyal next summarized outreach and open house events; scenarios developed to show different planning strategies in housing, transportation and meeting GHG reduction goals.

Staff will be conducting workshops and addressing local City Councils.

Ms. Goyal next outlined milestones reached by local jurisdictions and their impact.

In response to Committee questions, Ms. Goyal explained the scenarios in more detail, and explained how issues related to scenarios. Sonoma Valley and other areas in the unincorporated areas of Sonoma County were addressed. It was noted that Sonoma County does not compete well in the regional competitive programs.

Discussion continued regarding scenario concepts and the need to address consequences of these in Sonoma County. Projections need to address growth outside of PDAs. Transit was also addressed, particularly in those areas that have limited transit service.

Continuing with the regional update, Stephanie Hom of MTC added that they are in the process of conducting a project assessment for Plan Bay Area and expect to have the results early next year.

6. Moving Forward 2040 – SCTAs  
Comprehensive Transportation Plan update

6.1 CEQA review\*

Dana Turréy summarized the topics being updated in the CTP, which include existing conditions, projections, emerging trends, formatting and editing changes. Following review by legal counsel, it was recognized that, because this is an update to the 2009 CTP and no new or more severe impacts are anticipated, a new Environmental Impact Report (EIR) is not necessary. Staff suggests that the Board consider that an addendum to the 2009 EIR for the CTP be prepared. She invited any input on this suggestion based on past experience in preparing an addendum to an EIR or other subsequent CEQA review on a planning document. Mr. Duiven cited an example in Petaluma.

6.2 Status of content

Ms. Spilman noted that housing, jobs and land use are addressed in the update of the CTP, as well as ideas on new transportation. She explained that there is not significant additional content, but this represents an effort to update and improve existing content.

4. Round table members discussion-  
Continued:

*2020:*

Lauren Casey reported that staff is editing and responding to comments in order to promote clarity in the document structure. Staff's goal is to have the draft completed in January. She summarized the overview that will be presented to the Board, and presentations that are being scheduled locally. Staff is also awaiting an updated new development checklist. Ms. Casey noted that this would be forwarded separately to jurisdictions.

7. OBAG 2 – INFORMATION – Complete  
Streets documentation reminder

N/A

8. Other Business/Next Agenda  
Next meeting January 21, 2016.

9. Adjourn  
11:20 a.m.

## Staff Report

**To:** Planning Advisory Committee

**From:** Chris Barney, Senior Transportation Planner

**Item:** Senate Bill 743 – CEQA, Alternatives to LOS in Transportation Analysis, Feb. 2016 Update

**Date:** 2/18/2016

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**Issue:**

On September 27, 2013, Governor Brown signed Senate Bill 743 which requires that the Governor's Office of Planning and Research (OPR) amend California Environmental Quality Act (CEQA) guidelines for analyzing transportation impacts. OPR released revised SB 743 guidelines on January 20, 2016.

**Background:**

Senate Bill 743 directs OPR to amend CEQA guidelines for analyzing transportation impacts. OPR's work has focused on recommending an alternative metric to level of service (LOS) for measuring transportation impacts. OPR released a preliminary evaluation of potential alternative methods for addressing transportation impacts under CEQA in December, 2013 and accepted comments on the preliminary evaluation document through February 14, 2014. OPR released revised SB 743 guidelines on January 20, 2016. Comments will be accepted on this draft through February 29, 2016.

OPR continues to recommend Vehicle Miles Traveled (VMT) as the most appropriate measure of transportation impacts. VMT will replace LOS (level of service) in CEQA statewide once the revised guidelines are formally adopted as part of the CEQA guidelines. A number of items from previous documents have carried over into this draft:

- Land Use Projects within ½ **Mile of High Frequency Transit** (15 minute headways) should be presumed to have a less than significant (LTS) transportation impact
- Road rehab or other road projects with **no capacity** increase generally presumed to have a less than significant impact
- **Transit, bike and pedestrian projects** should still be presumed to have a less than significant transportation impact
- **Induced travel** effects of roadway capacity expansion projects are still required to be analyzed (long and short term)
- Implementation of SB 743 should be phased in over time

## **What is new in this draft?**

OPR has made a number of significant changes in this version of the document. One major change has been to move most of the technical information that was included in previous drafts into a Technical Advisory. This was done to clarify what is a regulatory requirement and what are recommendations and guidance. The revised draft also includes an expanded discussion on how lead agencies should evaluate safety impacts.

Guidance related to thresholds has been refined and recommended thresholds have been aligned with the State's climate policies. Lead agencies still have the discretion to develop their own thresholds and it may be appropriate to consider a more specific methodology for their jurisdiction, working in connection with their MPO. **VMT fifteen percent below that of existing development** (region or jurisdiction) has been recommended as a possible threshold. Lead agencies still have the final say when determining and setting thresholds, and may use thresholds of significance recommended by other public agencies, experts, or come up with their own thresholds. Professional judgment should be emphasized when setting thresholds and should be backed up with reasonable evidence for why they are appropriate.

OPR's discussion of thresholds includes some guidance for the quick screening of projects that should be considered to have a less than significant impact. These types of projects include:

- Land use projects within ½ mile of high frequency transit (15 minute headways)
- Road rehab or other road projects with no capacity increases
- Bike, pedestrian, and transit projects
- Projects that generate fewer than 100 peak hour vehicle trips
- Highway or arterial capacity increasing projects less than .3 mile could be considered to have a less than significant impact. These projects which are over .3 mile should be considered to have an impact.
- Plans that are consistent with the regional Sustainable Communities Strategy
- Regional or jurisdictional VMT maps could be used to determine if projects would be located in high or low VMT areas.

## **Other Guidance and Information:**

OPR has emphasized that analysis does not need to be perfect, but should be reasonable and credible, and should consider all impacts, not just those within a jurisdiction's political boundaries. Analysis should use the same tools or models throughout the entire process to ensure consistency. Projects and plans that are not consistent with the regional Sustainable Communities Strategy should be considered to have a significant impact under CEQA.

OPR has included a robust discussion on safety in the technical guidance section of the document. This focuses on speed reduction and non-motorized safety.

The revised document includes three case studies that outline how the analysis of transportation impacts following the new guidelines could be completed. These case studies cover the following types of projects:

- Mixed use infill development
- Office development in suburban area
- Rural Highway expansion

**Next Steps and Timeline:**

OPR released revised SB 743 guidelines on January 20, 2016. Comments will be accepted on this draft through **February 29, 2016**. In the winter of 2015 OPR will likely revise their recommendations based on feedback received during the current comment period and submit the final guidelines to the Natural Resources Agency for formal rulemaking. In late 2016 or early 2017 SB 743 will go into effect once the rulemaking process is complete and should include a 2 year opt-in period. After the 2 year grace period is complete, all CEQA analysis must comply with the new guidelines.

**Policy Impacts:**

OPR's final recommendation will change the methods required for estimating transportation impacts under CEQA. LOS will be replaced by a VMT based metric for CEQA analysis. The change represents a shift away from measuring congestion reduction to measuring GHG reduction, multimodal transportation, and efficient access in the environmental review process.

**Fiscal Impacts:**

No direct fiscal impacts at this time.

**Staff Recommendation:**

Please forward any comments or questions on to SCTA staff to bring up at Bay Area Regional SB 743 workgroup meetings.



The Governor's Office of Planning and Research (OPR) is pleased to invite your input on a revised proposal to update the CEQA Guidelines regarding the analysis of transportation impacts. Senate Bill 743 (Steinberg, 2013) required that OPR develop an initial draft of such changes by the Summer of 2014. This revised proposal reflects input that OPR received on that preliminary discussion draft. The revised proposal contains: (1) an explanation of the changes and how they respond to public input, (2) a revised proposed new CEQA Guidelines Section 15064.3, (3) a draft technical advisory containing recommendations related to methodology, thresholds of significance, safety, and mitigation, and (4) case studies illustrating how the proposed analysis would apply to sample projects. A copy of the revised proposal is available here: [https://www.opr.ca.gov/docs/Revised\\_VMT\\_CEQA\\_Guidelines\\_Proposal\\_January\\_20\\_2016.pdf](https://www.opr.ca.gov/docs/Revised_VMT_CEQA_Guidelines_Proposal_January_20_2016.pdf). A news release describing the proposal is provided below. Notices of any public workshops will be announced on this listserv and posted on OPR's website at [opr.ca.gov](http://opr.ca.gov).

We look forward to your input. Please submit all written comments by 5:00pm on February 29, 2016, to

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State Seeks Public Comment On New Rules to Streamline Projects Benefitting Public Transportation, Walking and Biking

MEDIA CONTACT: 916-445-4571

SACRAMENTO—Following 18 months of public workshops and incorporating hundreds of public comments, the Office of Planning and Research today announced a proposal to streamline CEQA for projects that boost public transportation, walking and biking, and reduce the need for traveling long distances by car.

“These new rules help remove a quirk of California environmental law that made it harder to build projects that improve air quality and reduce greenhouse gas emissions,” said Ken Alex, Director of the Governor's Office of Planning and Research. “Not only does this proposal remove barriers to infill development, walking, biking and public transportation—it also explicitly recognizes that such projects have less-than-significant impacts under environmental law.”

SB 743 required the state to change how impacts on transportation are evaluated under the California Environmental Quality Act (CEQA), removing barriers to infill development, public transportation projects and projects that increase walking and biking. Under current environmental rules, increases in car traffic are considered an environmental impact that must be mitigated—often by building more roads for more cars—even if that mitigation actually increases greenhouse gas emissions.

The new rules would streamline CEQA review for projects that increase infrastructure for transit, bicycles and pedestrians and reduce the need for traveling long distances by car. The new rules will also make it easier for developers to complete residential, commercial and mixed-use infill projects that improve air quality by reducing the number of miles driven by cars.

Public agencies will have two years to prepare for the transition to the new rules. Cities that are already moving ahead

“The implementation of SB 743 will allow other cities throughout California to better align their project review and analysis with local goals to enhance livability and economic vitality, and encourage walking, biking, and transit,” said Fred Dock, Director of the City of Pasadena’s Department of Transportation.

Transportation currently accounts for approximately half of California’s overall greenhouse gas emissions.

Today’s release marks the beginning of a forty-five day initial public comment period before finalizing the proposal and submitting to the California Natural Resources Agency to commence the formal rulemaking process under the Administrative Procedure Act. The regulations are anticipated to be effective statewide in 2019.

A draft of the proposed rules is available here:

[https://www.opr.ca.gov/docs/Revised\\_VMT\\_CEQA\\_Guidelines\\_Proposal\\_January\\_20\\_2016.pdf](https://www.opr.ca.gov/docs/Revised_VMT_CEQA_Guidelines_Proposal_January_20_2016.pdf).

The public can comment on the rules by submitting comments to [CEQA.Guidelines@resources.ca.gov](mailto:CEQA.Guidelines@resources.ca.gov) by 5:00pm on February 29, 2016.

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### **New marijuana regulations questionnaire**

1. Is growing allowed?
2. If yes, in what zones
3. Any limits in size of grow?
4. Do you allow dispensaries?
5. If yes, is there a cap?
6. If yes has the cap been reached?
7. Do you allow or permit Manufacturing of edibles?
8. Do you allow delivery services direct from grower to patient?
9. Do you have current ordinances or any new proposals that may be going forward?