

Planning Advisory Committee

April 20, 2017 – 9:00 a.m.

Refreshments will be served

Sonoma County Transportation Authority
SCTA Large Conference Room
490 Mendocino Avenue, Suite 206
Santa Rosa, California 95401

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 March 16, 2017* – ACTION
 4. MTC/ABAG PDA Investment and Growth Strategy update*
 5. Round table members discussion
 6. Grant opportunities
 - 6.1. Charge Grant*
 7. Upcoming Events INFORMATION
 - 7.1. Plan Bay Area –Draft plan presentation to elected officials on May 8 at SCTA meeting and open house on May 22, 6pm at Finley Community Center - <http://www.planbayarea.org/> for draft plan documents and public outreach schedule
 - 7.2. BAPDA Building a Better Downtown* - <http://bapda.net/events/2017spring/index.html>
 - 7.3. 2017 CA Transportation Planning Conference - Partnering for Sustainable Transportation - <http://www.dot.ca.gov/transplanning/2017ctpc.html>
 8. State policy update SB 743 – no updates at present
 9. Climate Action 2020 update – no updates at present
 10. Other Business /Next agenda
 11. Adjourn
- *Attachment

The next **SCTA** meeting will be held **May 8, 2017**
The next **PAC** meeting will be held **May 18, 2017**

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SB 343 DOCUMENTS RELATED TO OPEN SESSION AGENDAS: Materials related to an item on this agenda submitted to the Transit-Technical 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.

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PLANNING ADVISORY COMMITTEE MEETING NOTES

Meeting Notes of March 16, 2017

ITEM

1. Introductions

Meeting called to order at 9:04 a.m. by Janet Spilman.

Committee Members: Scott Duiven, City of Petaluma; Jennifer Barrett, Sonoma County Permit and Resource Management; Amy Lyle, Sonoma County Permit and Resource Management.

Guests: Bob Grandy, Fehr & Peers; Ronald Milam, Fehr & Peers; Ian Barnes, Fehr & Peers; Andrew Manalastas, Sonoma County Transportation and Public Works; Jeff Clark, Sonoma County Transportation and Public Works; Sandi Potter, Sonoma County Permit and Resource Management; Ada Chan, Association of Bay Area Governments.

Staff: Janet Spilman; Dana Turrey; Chris Barney; Lauren Casey; Brant Arthur; Drew Nichols.

2. Public Comment

N/A

3. Administrative

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

Approved as submitted.

- b. Review Meeting Notes from February 16, 2017* – ACTION

Approved as submitted.

4. State policy update SB 743 presentation by Fehr and Peers – INFORMATION

Fehr and Peers presented on the status on Senate Bill 743 (SB 743). Topics discussed include: urgency, challenges addressing the threshold, mitigation of Vehicle Miles Travelled (VMT) analysis, and level of service. The presentation included examples of how to analyze certain project types (land use developments, transportation projects, plans) currently in progress. The presentation also included ideas from other cities within the State of California which have already adopted methods to comply with the draft guidelines.

Ronald Milam described the guideline changes to the California Environmental Quality Act (CEQA) and how to perform the Vehicle Miles Travelled analysis.

The final draft is currently in development by the Governor’s Office of Planning and Research (OPR) and SB 743 is expected to be law by the end of this year. The two year grace period for adoption is likely to be modified because of delays in releasing the final guidance to the Natural Resource Agency.

Caltrans is supportive of state’s focus to reduce greenhouse gas (GHG) emissions and change the current paradigm on transportation. Caltrans has been requesting VMT analysis on some project applications, and in some cases, level service analysis is not requested.

Assembly Bill 32 (2006) started the path to SB 743 by focusing on reducing GHG emissions and

addressing climate change. SB 97 provided, for the first time, a framework to analyze GHG in projects.

In addition to recommending a new metric for analysis of transportation impacts in CEQA (VMT), the state will be delaying, or removing, a level metric service which has been used for several decades in CEQA. The Office of Planning and Research (OPR) will present guidance on the new methodologies and thresholds, due to the absence of such guidance in SB 97. OPR will recommend analysis methods and provide recommendations on setting thresholds. If a lead agency wishes to have these analysis done differently, they will need to justify their reasoning for using different analysis methods.

The biggest motivation behind the change is to encourage infill development, promoting public health through active transportation, and the reduction of GHG emissions. Vehicle level service in some ways counters existing GHG reduction goals promoted by the State. SB 743 also provides some guidance on safety analysis.

SB 743 does not change general plan law.

Currently impact fees for developments are based on level of service impacts and ties fees to a list of projects needed to address those impacts (i.e. lane, intersect widening, road construction to alleviate congestion). Jennifer Barrett inquired about the possible SB 743 impacts to impact fees

Mr. Milam responded one can still use level service in their plans and to require impact fees.

A discussion about the fee structures, level of service goals, language, thresholds, and changes to VMT reduction as a goal was held.

SB 743 does eliminate the LOS/Delay, adds VMT analysis, and provides a methodology and threshold guidance in CEQA.

Another discussion on how SB 743 analyzes VMT differently in regards to residential, office, and retail developments was explained. OPR has recommended different thresholds and analysis techniques for different development types. In the new system, automobile VMT are studied only.

The discussion further explained how developments will be analyzed in relation to VMT.

Sandi Potter inquired on parking criteria/standards for retailers.

Mr. Milam responded that although there is no wish to have increased parking, this does not necessarily create new parking standards.

Ian Barnes continued the presentation by describing the methods used for VMT analysis. It is calculated by Volume multiplied by Distance, or Trips Multiplied by Trip length. The (difficulty) is expressing which trips are important for a project, and how one calculates trip length. Mr. Barnes suggested several data sources which can be used: model based sources, travel survey data, or other sources such as census or HPMS data.

The MTC model is the closest regional model available, and is locally calibrated for VMT analysis. The model developed by the SCTA ends at the county line, and, in comparison to the regional models provides more detail at the local level.

Ms. Barrett asked if the MTC model models within the region, or extends further.

Bob Grandy responded that the MTC model covers the nine county Bay Area region; however, Data from neighboring regions are used to estimate travel into and out of the region. These models follow the data that are regionally available.

The MTC Model does not account for travel north of Sonoma County to Mendocino and Lake Counties.

Discussion continued on clarifying VMT models, the multiple data and models available, and adaptation to CEQA.

Mr. Milam highlighted that most cities in Northern California are used to regional planning and estimating VMT and GHG impacts.

Mr. Barnes described the Boundary VMT method and Origin-destination VMT method.

Boundary VMT Method calculates all VMT in a subarea boundary within the model. This model has historically been used by the Air Quality Management. Trip length truncation is possible since the boundary is designated within a certain subarea and trips leaving or entering a subarea are truncated at the boundary. Pass through travel or travel starting and ending outside of the subarea is also counted when using the boundary method.

OPR is suggesting the Origin-Destination method. This considers trips with a start or end within a subarea and apportions VMT to both origins and destinations and pass through travel is counted based on trip origin and destination.

There are significant differences between these two methods. The City of Citrus Heights was used as an example to demonstrate these differences: Under Boundary VMT method, the daily VMT was 1 million; under Origin-Destination VMT method, the daily VMT was close to 1.4 million.

Mr. Barnes further described Full Accounting and Shared-Accounting methods.

Bob Grandy spoke on the thresholds associated with VMT. Auto VMT thresholds are recommended

to be set at 15% below the regional or city baseline.

Ms. Potter asked if models included trips for projects in which have been approved but not yet built and if the baseline is included.

Mr. Milam responded that the baseline is defined as existing conditions by CEQA.

Ms. Potter further clarified if existing conditions measurable on the ground are too fine of a detail for these models. Mr. Milam added this is not too fine of a detail.

The 15% threshold was chosen due to uncertainty in forecasting VMT. VMT per capita had a decline in 2008, though it has increased since 2012. This is significant because this increase counters reducing GHG goals.

Ms. Potter asked about the accuracy of the estimate VMT, given the 15% threshold.

Mr. Milam responded the accuracy is plus or minus 40%. This was based on previous decades of looking at before and after studies, steady population and employment trends. Currently, disrupting variables such as autonomous vehicles, TNCs, lower job participating rates, etc. create the plus or minus 40%.

Ms. Barrett suggested a scenario where a general plan attains the 15% reduction, with land and individual use consistent with the recommended reductions. Additionally, Ms. Barrett noted that although electrification of vehicles is actively promoted – with a reduction of noise pollution, pollution, GHG emissions – VMT could still be high.

Mr. Milam highlighted how these elements are crossing into the transportation sector, where traditionally these elements were modeled by the energy and air quality districts.

Discussion continued regarding mitigation of the 15% baseline and Travel Demand Management.

Mr. Grandy described the seven variables that affect travel: density, diversity, design, destinations, and distance to transit, development scale, and demographics. The most significant variable affecting VMT is location. It is worth noting that some models were created before Uber and Lyft were established and do not consider these types of travel modes. Traditionally, if one person takes transit in the morning, they were identified as a transit user all day. With the emergence of Uber and Lyft, the models cannot predict whether an individual will use transit one-way, and use a vehicle for the return trip.

The committee discussed residential and recreational projects, and their effects on VMT.

Amy Lyle asked how these projects could be streamlined considering new requirements.

Mr. Milam responded that one cannot cover everything, but can make consistency efforts.

Ms. Barrett asked how trips to parks (with restrooms, parking lot, and picnic areas) should be considered under SB 743.

Mr. Milam responded this depends on how one analyzes it. An example of a park project in San Diego was provided, where the park could be analyzed independently, or as a community amenity.

Ms. Barrett added that regional parks draw from the whole Bay Area. They are not residential, or general work sites.

Mr. Milam continued that OPR guidance provides only samples by site. Automobile VMT must be

measured by land use type (residential, office, or retail).

Currently, lead agencies are still permitted to use the metric of their choice, however Caltrans has been recommending that VMT be included in analysis of transportation impacts.

Ms. Barrett expressed appreciation for the presentation, and expressed an interest of the neighboring counties to come together to discuss the 15% threshold.

More information to follow as it becomes available.

5. Round table members discussion
N/A

6. Items of interest - INFORMATION*

- a. Affordable Housing and Sustainable Communities Program, Round 3 grant opportunity

Dana Turrey described the third round of the Affordable Housing and Sustainable Communities program. The draft guidelines have been updated and are available for public review until April 14th. If a jurisdiction is interested, Ms. Turrey encourages them to look at the draft guidelines.

Transit providers are also encouraged to connect with planning staff because transit and housing components are included in this grant.

Although the last round had a discouraging element, with regards to high quality transit areas in Sonoma County, these elements have not been changed. Ms. Turrey further described high quality transit as bus routes with 15 minute headways operating seven days a week. Routes 1 and 9 from

Santa Rosa CityBus were characterized as high quality once Reimagining is implemented.

Applications for this grant are not due until summer.

- b. Vital Signs presentation for SCTA meeting

MTC will be presenting their Vital Signs project, with specifics to Sonoma County, to the SCTA-RCPA Board on May 8th. Janet Spilman wanted to make this information available to the committee.

- 7.** Climate Action 2020 Updates* - no updates at present

- 8.** Other Business/Next agenda

Ada Chan from ABAG spoke on housing policy. A housing policy survey was sent out, which requested the number of building permits received, in an attempt to have updated information to show where developments are occurring. These were sent to the planning directors.

Brant Arthur announced that at 3:00pm a zero-net energy building workshop will be held at Sonoma Clean Power.

- 9.** Adjourn

The meeting adjourned at 11:05 a.m.

Staff Report

To: Planning Advisory Committee
From: Janet Spilman
Item: Priority Development Area Investment and Growth Strategy update
Date: April 20, 2017

Issue:

Update to the Priority Development Area (PDA) Investment and Growth Strategy.

Background:

MTC and ABAG adopted the second round of the One Bay Area Grant (OBAG 2) program as Resolution 4202 revising Resolution 4035 of 2012. Resolution 4202 provides guidance for the allocation of the Federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds. The OBAG 2 funding cycle is five years (2017/2018 – 2021/2022).

The SCTA is responsible for distribution of these funds to local jurisdictions and other eligible project sponsors in Sonoma County. OBAG includes specific policy objectives and implementation requirements that SCTA must meet as a condition of the receipt of OBAG funds, including the production of update of the PDA Investment and Growth Strategy (PDA IGS).

The PDA IGS

The SCTA/RCPA approved the first Sonoma County Priority Development Area Investment and Growth Strategy April 8, 2013, which can be found the SCTA website: <http://sctainfo.org/reports/PDA-Investment-and-Growth-Strategy.pdf>. The 2013 report has descriptions of all of the PDAs, Rural Investment Areas, Employment Investment Areas, and PCAs. The SCTA has used the PDA Investment and Growth Strategy as a tool to describe PDA development and better integrate land use planning with transportation programming decisions in Sonoma County over time

The report was updated in 2014 to include updated housing permit data and policies information and Station Area and PDA plan updates. This current update, required by Resolution 4202 and in accordance with the current Plan Bay Area (to be adopted in 2017) has a greater emphasis on housing, especially affordable housing and policies that support vulnerable populations.

Local Context of the Housing Crisis

SCTA is aware that the housing issues in Sonoma County are concerning, the cost to own and rent homes has risen drastically, and in many places are out of the reach of many local residents. Redevelopment and new development has not kept pace with housing demand, leading to supply problems and ultimately, from the transportation perspective, adding to longer commutes and more traffic as people look farther away for affordable homes. This is a significant problem, though it is not necessarily linked to the prioritization of PDA

or infill development in the same ways as it may be in the more urban areas in the Bay Area. Displacement, as it has been recognized in more densely population areas of the region is not readily recognizable in Sonoma County PDAs. Any impacts or displacement effects may be caused by the influx of residents from the more urban and more expensive counties, emphasizing that this is a regional issue, not solved by limiting transportation funds in non PDA areas. The definition of a Community of Concern continues to deviate from the locally determined definition. SCTA believes that the level of granularity in the analysis and the defining variables should be limited to income in order to accurately assess the economic need in the County. \There are limited tools at the Transportation Authority to address housing. The PDA IGS reports on progress of development and planning and reviews locally enacted housing policies.

Review data for accuracy

Information attached to this staff report is collected regionally and will be included in the final report. Please review the attachments, especially where your community is represented.

For information:

- MTC Resolution 4202 governing the distribution of OBAG 2 funds http://mtc.ca.gov/sites/default/files/RES-4202_approved_1.pdf.
- MTC Technical Memorandum – Housing Data and Policies to Guide PDA IGS updates
- Original PDA IGS with PDA descriptions <http://sctainfo.org/reports/PDA-Investment-and-Growth-Strategy.pdf>.

Data Review:

- RHNA Performance 1999-2014*
- RHNA projections 2015-2023*

Policy Impacts:

The policies of OBAG already closely coincide with the goals of the SCTA and local jurisdictions. There remain areas of conflict, including:

- Local jurisdictions do not completely agree with ABAGs forecast of housing and jobs in the designated areas.
- The transit service requirements for becoming a PDA combined with underfunding transit operations has been a source of frustration.
- The unincorporated County urban service areas, now designated as Rural Community Investment Areas, are not PDAs and are not eligible for the funding they need to implement OBAG goals.

Fiscal Impacts:

The PDA Investment and Growth Strategy update is a requirement of receipt of OBAG funding. The SCTA will program \$19,853,000 for this five year cycle. OBAG funds are used for local transportation projects. Please the list of project applications here <http://scta.ca.gov/projects/funding/>.

Staff Recommendation:

Review the attached information and provide feedback on the updated PDA IGS components.



Memorandum

Technical Memorandum

Housing Data and Policies to Guide PDA Investment and Growth Strategy Updates

October 7, 2016

The Bay Area Housing Challenge

The high cost of housing and resulting pressure on Bay Area households is one of the most significant challenges facing the region. Over the past several decades, housing production in the region has not kept pace with demand, contributing to high housing costs. The recent economic recovery has intensified the lack of affordable housing options, as housing costs have increased sharply, especially in many areas with the best access to jobs and amenities. These patterns, in combination with slow regional median wage growth, are leading to the displacement of lower income households, limited housing choices, and long commutes.

In light of these challenges, MTC's Commission took action on three housing related items as part of the approval of OBAG-2 via MTC Resolution 4202¹ at its July 27th, 2016 meeting. Copied below is the text from the Resolution.

1. MTC and ABAG staff will distribute a technical memo to guide this task by October 1, 2016, including data to identify jurisdictions' challenges (e.g. RHNA performance and current affordability) and a listing of the Bay Area's best housing policies that are intended to address a range of housing challenges. (Resolution Attachment A, Appendix A-8, Page 4). For more information on Investment and Growth Strategies, please see the Commission adopted OBAG-2 resolution, linked below.
2. CMAs must adopt a specific scoring methodology for funding allocation to projects within PDAs or Transit Priority Areas (TPAs) that rewards jurisdictions with the most effective housing anti-displacement policies. (Resolution Attachment A, Page 17).
3. General law cities and counties must adopt a surplus land resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC. The resolution must verify that any disposition of surplus land undertaken by the jurisdiction complies with the State Surplus Land Act, as amended by AB 2135, 2014. MTC will issue guidance to assist cities and counties in drafting a resolution to meet this requirement. (Resolution Attachment A, Page 19).

This technical memo to the Congestion Management Agencies (CMAs) is intended to guide the update of Priority Development Area (PDA) Investment and Growth Strategies (Item #1, above). The memo includes data, a sampling of relevant housing policies, and links to adopted policies from around the region and state to

¹ http://mtc.ca.gov/sites/default/files/RES-4202_approved_0.pdf

assist with their update process. Regarding #2 above, the MTC Commission gave each CMA Board flexibility to choose both a) the number of points allocated to “the most effective housing anti-displacement policies” and b) the list of policies eligible for scoring. Regarding #3 above, a draft resolution for local jurisdictions is available on the OBAG 2 webpage in the coming weeks².

Meeting the Region’s Housing Needs

Although local impacts of the Bay Area’s housing crisis vary across the region, every community has a role to play in providing sufficient affordable housing choices for the Bay Area’s residents. Every jurisdiction has already taken a key step forward by adopting an updated General Plan Housing Element for the current Regional Housing Needs Allocation (RHNA) cycle. Addressing the region’s housing crisis requires complementary policies and strategies that fit into the following categories:

- **Produce housing for the full range of workers within your community.** Building new homes—both market-rate and affordable—is critical. How local governments plan to increase the number of available homes, particularly in Priority Development Areas, is key to addressing high housing costs, increasing access to transit and walkable neighborhoods, and sustaining economic vitality in the region.
- **Protect existing residents from displacement.** Protecting current residents, mostly renters, from rapid housing cost increases and deter market-motivated evictions of rent-paying tenants in the near-term is a challenge for many communities. Displacement pressures are felt most acutely in a constrained housing market, characterized by low vacancies, and may be felt at the household, neighborhood and regional level. A longer discussion can be found in *Understanding Displacement in the Bay Area*³.
- **Preserve existing affordable units.** Preserving subsidized or unsubsidized affordable housing is a cost effective strategy for maintaining current levels of affordability for existing residents—both homeowners and renters.

A variety of tools and strategies are available to jurisdictions to address the needs that arise in each of the above categories. Communities can find solutions that make the most sense for their size, location, and housing market. Jurisdictions should consider a full suite of options that address all of the three goals: protecting residents, preserving affordable homes, and increasing housing supply.

Assess Community Needs

For a community to identify housing policies that fit, it is important to understand its existing housing conditions and challenges. To assist in this effort, MTC/ABAG staff have provided the data listed below for every jurisdiction, which can be found on the OBAG-2 webpage linked below. The CMAs may complement this information with other data to inform their efforts.

- RHNA performance for 1999-2006 and 2007-2014
- DRAFT 2015 Housing Permit Information
- Current affordability data

² <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>

³ <http://abag.ca.gov/abag/events/agendas/o091115a-tem%2006,%20Understanding%20Displacement%20in%20the%20Bay%20Area.pdf>

- Displacement risk information (UC Berkeley)
- Low-wage worker in-commute data (UC Davis)
- Share and number of renters by city
- Expiring affordable units

Tools and Resources for Every Community

MTC and ABAG staff have identified the policies listed below as the most impactful anti-displacement policies for Bay Area jurisdictions. This list includes a variety of policies to address all aspects of housing need in the region and to offer choices in meeting local conditions and needs. Each of these policies is described in brief in the following pages. ABAG has also compiled an inventory of a wider set of housing policies that are in use in jurisdictions throughout the region at:

<http://abag.ca.gov/planning/housing/housing-policies.html>.

Housing Policy	Protect	Preserve	Produce
Permitting for Conforming Uses and/or Housing Element Sites (Affordable and Market Rate)			X
Implementation of SB 743 (Infill Development Level of Service Reform)			X
Accessory Dwelling Unit Creation			X
Reduced Parking Requirements for Housing (Affordable and Market Rate)			X
General Fund Allocation for Affordable Housing		X	X
Housing Impact or Commercial Linkage Fees		X	X
Inclusionary Zoning			X
Density Bonus Program that Exceeds State Mandates			X
Just/Good Cause Evictions	X		
Rent Stabilization	X		
Condominium Conversion Controls	X	X	
Mobile Home Park Preservation	X	X	
Single Room Occupancy (SRO) Preservation	X	X	
Acquisition/Rehabilitation/Conversion	X	X	

Policies to Promote Housing Production

The following policies can assure that jurisdictions provide a mix of housing choices for households of all incomes over time. These policies complement a current general plan, clear zoning, and a housing element and local entitlement process to provide a predictable path for permitting new homes. As noted above, the production of homes for all income levels as well as various types of housing (low/moderate/market rate, single and multi-family units, rental and ownership options) is essential to maintaining long-term affordability for households that already call the region home, the region's senior population who are living longer than ever before, as well as new arrivals to the Bay Area.

Key Issues to Consider: Promoting Housing Production

- How many permits has the jurisdiction produced since 2007 by income?
- Is housing affordable in the community? What has the trend been?
- What types of housing have been permitted recently?
- Is the jurisdiction permitting homes at all incomes?

Policies to Support Housing Construction at All Income Levels

- **Permitting for Conforming Uses and/or Housing Element Sites** – Discretionary review of proposed development projects tends to increase the public and private cost of the entitlement process for all types of housing projects and increase the duration of project approval, effectively discouraging housing developments of all types. Jurisdictions can reduce development costs for new housing units by implementing policies and procedures to streamline approval of projects that conform to the development standards identified through a locally-adopted plan or for projects located on a site identified in the jurisdiction's adopted Housing Element and account for various CEQA benefits for infill projects (including **SB 375**, **SB 743** and **SB 226**). For more information on the current use of the CEQA provisions allowed by these laws see the ABAG memo attached to this report.

MTC and ABAG provide up to \$4 million annually to assist jurisdictions with planning, zoning and programmatic EIR funding to help communities plan for a variety of uses through the Priority Development Area Planning Grant and Technical Assistance program. These plans can reduce permitting challenges, eliminating conditional use permit requirements for multi-family projects when compatible with the housing element and zoning. In addition, the state's Housing Accountability Act⁴ lays out the conditions for a jurisdiction to reduce the density of proposed housing development that complies with the applicable, objective general plan and zoning standards.

⁴ http://leginfo.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV§ionNum=65589.5

- **Implementation of SB 743** –Jurisdictions can update their CEQA Thresholds of Significance Guidelines and remove automobile delay measured by level of service (LOS) and replace it with vehicle miles traveled (VMT) to determine whether a project causes a significant impact on the environment. This will change the orientation of evaluating project impacts from driver inconvenience to encouraging use of transit, promoting the development of multimodal transportation networks, and encouraging a diversity of land uses within PDAs.

City of San Francisco adopted resolution implementing SB 743:

http://commissions.sfplanning.org/cpcpackets/Align-CPC%20exec%20summary_20160303_Final.pdf

City of Oakland’s Planning Commission has also directed staff to revise the City’s CEQA Thresholds of Significance Guidance in accordance with SB 743. See the Staff Report for more information:

<http://www2.oaklandnet.com/oakca1/groups/ceda/documents/agenda/oak060721.pdf>

- **Accessory Dwelling Unit (ADU) Creation** – ADUs (also known as secondary units, granny flats, or in-law units) are a sustainable way to add flexible, affordable, and diverse housing options with minimal impacts on existing development patterns and infrastructure. In recognition of the importance of this housing strategy, State law requires local jurisdictions to permit ADUs without discretionary review⁵. Jurisdictions can also take steps to make development of ADUs easier by considering changes to parking requirements, development standards, and utility hook-up fees.

California’s Housing and Community Development (HCD) ADU Overview:

http://www.hcd.ca.gov/housing-policy-development/housing-element/sia_secondunits.php

City of Santa Cruz ADU Policy: Includes waivers for low income households and a manual for homeowners.

https://www.smartgrowthamerica.org/app/legacy/documents/Accessory_Dwelling_Santa_Cruz_Ordinance.pdf

Rewarding ADU Inclusion in Residential Development Projects: Morgan Hill's Residential Development Growth Process gives additional points to developers competing for allotments if they provide 15% of total units with secondary units.

https://www.municode.com/library/ca/morgan_hill/codes/code_of_ordinances?nodeId=TIT18ZO_DIVIVREDECO_CH18.78REDECOSY_ARTIISPPO_18.78.190EVTACR

⁵ https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201520160SB1069

Junior ADUs: The City of Novato developed standards for “Junior” ADUs, which are created by repurposing spare bedrooms into private apartments.

https://www.municode.com/library/ca/novato/codes/code_of_ordinances?nodemd=CHXIXZO_ART3SIPLGEDEST_DIV19.34STSPLAUS_19.34.031JUACDWUN

- **Reduced Parking Requirements**– Parking spaces are expensive to build, costing from \$15,000 - \$75,000 per space depending on the type of construction (surface, underground, or garage) and location within the region, costs that inflate housing costs. In addition, excess parking increases auto ownership and neighborhood travel impacts. Reducing minimum parking requirements is a way to reduce development costs and increase housing supply by making more projects financially feasible. These policies also encourage the use of public transit, put lower cost units into the supply of housing, and reflect numerous recent studies showing lower auto ownership among households living near transit.

City of Oakland: Parking code includes changed parking requirements, parking maximums and eliminations of parking minimums depending on neighborhood characteristics

<http://www2.oaklandnet.com/oakca1/groups/ceda/documents/agenda/oak060928.pdf>

City of Sacramento: In select neighborhood types, parking minimums are either eliminated or reduced by half.

<http://www.cityofsacramento.org/Community-Development/Planning/Current-Planning/Zoning/Zoning-Code-Parking-Regulations>

Policies to Support Funding for and Construction of Affordable Housing

- **General Fund Allocation for Affordable Housing** – In addition to federal and state funding, local jurisdictions can make general fund allocations toward affordable housing. At a minimum, “boomerang funds” returned to jurisdictions following the dissolution of their redevelopment agencies can be committed to subsidize affordable housing development and/or jurisdictions can issue bonds against those funds to increase the funds available for affordable housing.
- **Housing Impact or Commercial Linkage Fees** – New residential and commercial development create new lower-wage jobs that will be filled by workers who typically need affordable housing. After conducting a nexus study to show the relationship between new development and the demand for affordable housing, jurisdictions can impose impact fees that can be dedicated as a source of funding for the preservation and development of affordable housing.
- **Inclusionary Zoning (IZ)** – Can require or encourage developers to set aside a certain percentage of housing units in new or rehabilitated projects for low- and moderate-income residents. These policies can provide developers with options to build the affordable units on-site, offsite or to pay in-lieu fees into a local housing trust fund.

- **Density Bonus Program that Exceeds State Mandates** – State density bonus law establishes that a residential project of five or more units that provides affordable or senior housing at specific affordability levels may be eligible for a “density bonus” to allow more dwelling units than otherwise allowed on the site. Local jurisdictions can provide larger bonuses in exchange for more affordable housing or deeper affordability.

City of Fremont Density Bonus Program

<http://www.codepublishing.com/CA/Fremont/html/Fremont18/Fremont18165.html#18.165>

Policies to Protect Existing Residents

Policies for Just/Good Cause Evictions

In low vacancy, high-cost housing markets landlords may be tempted to evict rent-paying tenants who have not violated any lease terms in order to obtain higher rents. A Just/Good Cause Eviction Ordinance requires a landlord to prove a legally recognized reason for eviction of tenants. A Just/Good Cause Eviction Ordinance provides a detailed outline of the conditions or “just causes” under which a tenant can be evicted, as well as the landlord’s responsibilities for how they communicate with the tenant about and conduct the eviction process. These ordinances are an important tool for promoting tenant stability, particularly when paired with rent stabilization.

Key Issues to address: Just /Good Cause Eviction Ordinance:

- Are rent-paying tenants being evicted in the jurisdiction?
- What types of housing units could be protected?
- What are the “just causes” for eviction?
- How will special circumstances such as owner move in, seniors/disabled tenants, and length of tenure be taken into consideration?

Sample policies:

City of East Palo Alto:

<http://www.ci.east-palo-alto.ca.us/index.aspx?NID=469>

City of Oakland:

<http://www2.oaklandnet.com/Government/o/hcd/o/RentAdjustment/DOWD008793>

City of Berkeley:

<http://www.ci.berkeley.ca.us/ContentDisplay.aspx?id=9284>

Policies for Rent Stabilization

Rent Stabilization Ordinances seek to protect tenants from excessive rent increases, while allowing landlords a return on their investments. These policies index annual allowable rent increase that private landlords may charge tenants and include specific processes for landlords or tenants to petition for higher or lower increases.

Rent Stabilization Ordinances only limit rent increases while the unit is occupied. State law allows landlords to raise rents to the market rate once the unit becomes vacant. Also, Rent Stabilization Ordinances do not apply to newly constructed units and some types of units, such as single-family homes, are usually exempt. Rent stabilization policies are often paired with just/good cause eviction ordinances to ensure that landlords cannot use “no fault evictions” to force tenants to vacate the unit so the landlord can increase the rent.

Some communities without a rent stabilization ordinance have a Rent Board to establish allowable rent increases and hear tenant / landlord disputes. For example, the City of San Leandro has a Rent Review Board Ordinance, which applies to complexes with three or more units. If a tenant receives an increase that is more than 10% of what they are currently paying, or that is more than \$75.00, or has received more than one increase within a 12-month period, they have the right to request a hearing before the Rent Review Board.

Key issues to Consider: Rent Stabilization Ordinances

- How fast are rents increasing in our community? How do rents compare to median incomes?
- What units could be covered by the ordinance?
- What is the process for ensuring that tenants and landlords are informed and educated about their rights?
- What impact could a policy have on future housing construction depending on the criteria above?
- How often should rents be adjusted and how might rents be indexed?

Sample policies:

City of San Leandro: Rent Review Board Ordinance (adopted spring 2016).

<http://sanleandro.org/depts/cd/housing/rentreview/default.asp>

The City of Hayward: rent stabilization program attempts to achieve multiple goals of stabilizing rents for tenants in aging buildings and encouraging investment in aging rental stock.

<https://www.haywardca.gov/sites/default/files/documents/Residential%20Rent%20Stabilization%20Ordinance%202016-19.pdf>

City of Berkeley:

<http://www.ci.berkeley.ca.us/ContentDisplay.aspx?id=9296>

Condominium Conversion Policies

Condominium Conversion Ordinances allow for the conversion of rental units to ownership units. While providing more affordable homeownership opportunities for some households, without additional regulations condominium conversions displace existing tenants and reduce a jurisdiction's rental housing stock without increasing housing supply. Jurisdictions can guide condominium conversions through zoning codes, minimizing the potential for displacement of current tenants and the potential decrease in the overall rental housing stock.

Key Issues to consider: Anti-displacement strategies for condominium conversions Include:

- Are a large share of rental units being converted to condominiums?
- Should there be a limit the number of units that can be converted in any given year based on total figures or a share of jurisdiction-wide rental stock?
- Should there be a replacement requirement for converted units or application of any inclusionary policy requirement?
- Is there a fee paid into an affordable housing trust fund?

Sample policies:

City of Mountain View: has an absolute minimum number of apartment units which it seeks to maintain, there is an exception if over 50% of all the current tenant households are purchasing a unit then conversion beyond the baseline unit count will be considered, relocation benefits are applicable to all rental units.

https://www.municode.com/library/ca/mountain_view/codes/code_of_ordinances?nodeId=PTIITHCO_CH28SU_ARTIXCOLIAC_S28.92LICO

City of Walnut Creek: limits annual conversions to 5% of total rental stock (buildings of 2 units or more), conversions are subject to inclusionary requirements, some tenant protections are provided for low- and moderate-income families, and local residents and workers are prioritized for purchasing converted units.

<http://www.codepublishing.com/CA/WalnutCreek/html/WalnutCreek10/WalnutCreek1001.html>

City of Larkspur: links conversions to the annual vacancy rate, applies inclusionary to all converted units, requires 40% of the total units in the project be maintained as rental units in perpetuity with restrictions on rent increases and requires relocation assistance.

<http://www.codepublishing.com/CA/Larkspur/html/Larkspur18/Larkspur1838.html>

Mobile Home Park Preservation

Mobile home parks are a hybrid of rental housing and ownership housing: in most parks, residents own their homes and rent the spaces where the homes are located. Despite the terminology, mobile homes

are generally not mobile—it is difficult to move a mobile home once it is installed in a park, and older mobile homes generally cannot be moved.

Many mobile home parks in the Bay Area face development pressure for conversion to more profitable residential or commercial uses. Mobile home ordinances can protect mobile home parks from conversion to other uses by establishing conditions of conversion that would be permitted.

Furthermore, there are 15 cities in the state that have adopted rent stabilization ordinances for mobile home park residents.

Key Issues to Consider: Mobile home park preservation:

- Is there a need to protect mobile home parks based on changing land uses and relative affordability?
- Is the land zoned to reduced development pressures or increase them?
- Is there a need for rent stabilization protections for mobile home parks tenants based on past rents?
- Will subdivision conversion protections help protect identified mobile home parks?
- What relocation and inclusionary requirements, if any, are in place to support residents in the event of a change of use?

Sample policies:

City of Hayward Mobile Home Space Rent Stabilization Ordinance

<http://www.hayward-ca.gov/sites/default/files/documents/DOC090107.pdf>

City of Fremont: links conversion to vacancy rate, provides existing tenants first right of refusal to housing developed on site, priority for below market rate units constructed on site and relocation assistance.

<http://www.codepublishing.com/CA/Fremont/html/Fremont09/Fremont0955.html#9.55>

City of Mountain View: requires conversion impact report, possibility of relocation costs, identification of relocation site, purchase of mobile home at the in-space fair market.

<http://laserfiche.mountainview.gov/WebLink/0/doc/13221/Page1.aspx>

Single Room Occupancy (SRO) Preservation

Single Room Occupancy Hotels (SROs) are a unique form of housing that does not exist in all communities. Composed of a single room for residents, they are distinguished from studio or efficiency units in that they typically do not include a private bathroom or kitchen in the room. Residential hotels do not typically require a security deposit, credit references, proof of income, or long-term lease agreement. For these reasons, residential hotels have provided housing for vulnerable populations with unstable finances or little access to credit and, in many cases, have been the housing of last resort.

Key Issues to Consider: SRO Preservation

- Is there a need to protect, and possibly rehabilitate, existing SRO hotels?
- Does a replacement requirement in cases of conversion provide enough of these units?
- Does a zoning category allow SRO hotels?

Sample policies:

City of San Francisco requires 1:1 replacement of SRO units:

<https://law.resource.org/pub/us/code/city/ca/SanFrancisco/Administrative%20Code/chapter41.html>

City of Napa Operating and Zoning requirements:

http://qcode.us/codes/napa/?view=desktop&topic=city_of_napa_municipal_code-17-17_52-17_52_460

City of San Jose Zoning Requirements provide for two types of SROs. SRO Living unit facility and SRO residential hotel:

https://www.municode.com/library/ca/san_jose/codes/code_of_ordinances?nodeId=TIT20_ZO_CH20.80SPUSRE_PT15SIROOCFA

Policies to Preserve Housing

Acquisition/Rehabilitation/Conversion

This strategy refers to acquiring existing housing units, rehabilitating them (if needed), and converting them to long-term affordable units, which could then be deed restricted. Acquiring typically older, under-valued apartment that already house low- and moderate-income households is a strategy aimed at preventing the displacement of existing residents, and maintaining housing affordability, while investing in and stabilizing neighborhoods. An Acquisition/Rehabilitation/Conversion strategy is a flexible tool that can be adapted to meet the housing needs in jurisdictions of all sizes and types of housing stock. Cities can provide local funding for non-profit housing organizations to use with Low Income Housing Tax Credits, in some cases, to fund acquisition and rehabilitation, converting them to long-term affordable housing. This serves to increase the supply of permanently affordable housing, and helps revitalize neighborhoods with concentrations of aging rental housing. MTC has set aside \$10 million to establish a fund to help demonstrate preservation, and a number of housing related bonds on the November 2016 ballot make this an eligible investment for program funds.

In addition, every jurisdiction can manage its inventory of its existing deed-restricted affordable units, know when the deed-restrictions are set to expire, and have a strategy to avoid losing scarce affordable units. For information about at-risk affordable housing in your jurisdiction see California Housing Partnership's (CHPC) Preservation Clearinghouse:

<http://chpc.net/advocacy-research/preservation/preservation-database/>

PDA Investment and Growth Strategy Updates

As required by the OBAG 2 policy framework, each CMA must adopt a Priority Development Area (PDA) Investment and Growth Strategy Update by May 2017. This technical memorandum and the data provided below should inform the CMAs' PDA Investment and Growth Strategy update process, specifically to help them address Section 2, Planning Objectives: *Encourage and support local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA*. In addition to the content of this memo, the following data is provided to support complementary analysis of housing production and affordability for the Investment and Growth Strategies:

- [Bay Area Displacement, Housing and Travel Data Summary Table](#)
- [UC Berkeley displacement risk data from the Regional Early Warning System for Displacement](#)
- [UC Davis Jobs-Housing Fit \(JHFIT\) ratio indicators](#)
- [RHNA Performance \(1999-2014\), ABAG](#)
- [RHNA Progress \(2015-2023\), ABAG](#)
- [ABAG Housing Policy Database v.1.0](#)
- [ABAG Housing Affordability and Neighborhood Stability Toolkit](#)

ATTACHMENT A

ASSOCIATION OF BAY AREA GOVERNMENTS

Representing City and County Governments of the San Francisco Bay Area



Date: August 10, 2016

From: Miriam Chion, ABAG Planning & Research Director

Subject: **Use of CEQA Streamlining Provisions in the Bay Area**

Summary

As part of a legal settlement with the Building Industry Association following the adoption of Plan Bay Area 2013, ABAG and MTC are required to report on the use of CEQA streamlining created by Senate Bill 375 in the issuance of building permits in the Bay Area. This memo reports on permits issued using not only SB375 streamlining provisions, but also provisions created by subsequent legislation that require consistency with Plan Bay Area—Senate Bill 226 (SB226) and Senate Bill 743 (SB743)—which are intended in part to address the limitations of the SB375 streamlining provisions.

Because there is no systematic reporting of the permitting and environmental review process across the Bay Area, staff relied upon independent research and outreach to local jurisdictions to gather information about the use of streamlining provisions. This research identified two projects that utilized the provisions of SB375, 29 projects that utilized the provisions of SB226 and 103 projects that utilized the provisions of SB743. The projects utilizing SB375 are expected to produce a total of 306 units. According to local staff, the eligibility requirements to utilize SB375 streamlining are onerous, while the additional flexibility offered by SB226 and SB743 make these streamlining provisions easier to apply.

Background

Senate Bill 375, adopted in 2007, requires that California's metropolitan areas produce Sustainable Communities Strategies. In an effort to support implementation of these plans, the bill also included a provision for full or partial CEQA exemption for projects consistent with the development pattern of a region's adopted SCS that are also within Transit Priority Areas (TPAs) and meet a host of additional requirements ranging from project size to resource conservation. In the Bay Area, projects within Priority Development Areas are typically consistent with Plan Bay Area (our SCS). Transit Priority Areas are defined as locations within ½ mile of a planned or existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with peak frequencies of 15 minutes or less.

In general, developers and local jurisdictions found it challenging to take advantage of the SB375 streamlining provisions, largely due to the extensive list of requirements projects must meet to utilize the full or partial exemption. Subsequent legislation, AB226 and SB743, attempts to expand streamlining opportunities for projects consistent with an SCS and within a TPA.

Adopted in 2011, AB226 provides streamlined CEQA review for a broader range of infill projects that are consistent with a SCS, within a TPA, and address soil, water, and air quality hazards if present. Residential, commercial, and civic development projects that meet these criteria are eligible for varying levels of streamlining—ranging from full exemption to exemption from specific types of analyses—depending upon the level of environmental review already completed for the project location. For example, a qualifying project in an area with an adopted Specific Plan and certified EIR is typically exempt from all required CEQA analyses already completed in the Plan’s EIR.

Senate Bill 743, adopted in 2013, provides full CEQA exemption for residential, mixed use, and office projects that are: consistent with a SCS; within a TPA; and within an area for which a Specific Plan and certified EIR has been adopted. For projects not seeking a full exemption, SB 743 exempts qualifying projects from CEQA analysis of potential Aesthetics and Parking impacts. In addition, SB 743 requires that the Office of Planning and Research (OPR) update CEQA guidelines to replace Level of Service (LOS) with new multi-modal environmental impact analysis. Draft guidelines are currently being reviewed.

Use of CEQA Streamlining Tools

Staff sent a request to the planning directors of every Bay Area jurisdiction to identify the number of projects for which the jurisdiction had utilized the streamlining provisions of SB375, SB226, and SB743. Planning directors were also invited to provide commentary on the utility of the streamlining provisions. Follow up calls were made to multiple jurisdictions to elicit additional information from local staff or to clarify responses. Forty-two cities, including the region’s three largest, responded to the request for information. Staff also performed web searches using the CEQA and PRC codes associated with streamlining provisions, which elicited results from several additional cities. In addition, staff reviewed planning commission staff reports over the past three years for the region’s ten largest cities.

Summary: Use of Recent CEQA Streamlining Legislation in the Bay Area

Streamlining Legislation	Relevant Code Citation	Number of Projects* Using Provisions	Number of Jurisdictions* Using Provisions
SB375	Public Resources Code Section 21155.1	2	2
SB226	CEQA Section 15183.3	29	6
SB743	Public Resources Code Section 2115.4(a)	163	4

*Based upon survey of all Bay Area jurisdictions (42 responses) and independent research

SB375 CEQA Streamlining

Staff review identified two Bay Area projects with a total of 306 housing units and 9,000 square feet of commercial floorspace that have successfully utilized the provisions of SB375. Each projects conducted a Sustainable Communities Environmental Assessment (SCEA), which is an abbreviated version of a full environmental review. This is different from the full, categorical exemption also provided by SB375. No projects that utilized the categorical exemption were identified. The projects using a SCEA include:

- Dillon Avenue Townhomes and Apartments, Campbell: 100 market-rate residential units, (81 townhomes and 19 apartments) on 4 acres (25 units/acre)
Reference: <http://www.ci.campbell.ca.us/ArchiveCenter/ViewFile/Item/331>
- 4619 Brunswick Street, Daly City: 206 market rate senior studio apartments, 9,000 square feet of ground floor commercial floorspace on 1.15 acres (179 units/acre, 2.47 floor area ratio)
Reference:
http://www.dalycity.org/City_Hall/Departments/ECD/planning/Planning_Division_Library/4619_Brunswick_Sustainable_Communities_Environmental_Assessment.htm

City of San Francisco staff also indicated that it is likely to consider a SCEA for a project currently under review.

Staff from multiple jurisdictions indicated that utilizing the SB375 provisions require an inordinate amount of staff resources, and that existing streamlining provisions—in particular, the infill exemption under CEQA section 15332—fulfill the intent of the Transit Priority Project exemption and the Sustainable Communities Environmental Assessment partial exemption. The environmental documents for the two projects that utilized a SCEA were prepared by consultants on behalf of a private developer.

SB226 Streamlining Provisions

The streamlining provisions of SB226 have been much more widely utilized than those of SB375. According to several discussions with developers and cities, these provisions are applicable to a much wider range of projects and require dramatically less staff time than those provided by SB375. Staff identified 29 Bay Area projects that have utilized the streamlining provisions provided by SB226. Use of these provisions is heavily concentrated in Oakland and Berkeley, with additional projects in cities ranging from Menlo Park to American Canyon. Examples include:

- StoneFire Mixed-Use Project, Berkeley: 90 market-rate and 8 affordable apartments and 7,800 square feet of commercial floorspace on 0.5 acre
Reference:
https://www.cityofberkeley.info/uploadedFiles/Planning_and_Development/Level_3_-_ZAB/2014-08-28_ZAB_ATT3_1974%20University_CEQA_Appendix%20N%20and%20M.pdf
- Greenheart Project, Menlo Park: 220 market rate housing units, 405,000 square feet of office floorspace, and 22,000 square feet of retail floorspace in multiple buildings across

6.4 acres.

Reference: <http://www.menlopark.org/DocumentCenter/View/4629>

SB743 Streamlining Provisions

The full and partial CEQA exemption provided by SB743 (codified as section 21155.4 of CEQA) has been utilized more than 160 times by projects consistent with specific or equivalent plans and the SCS. Nearly all of these instances were in San Francisco, where staff estimated that the provisions have been used to exempt 163 projects from aesthetic and parking impacts analysis. Local staff across the region indicated that use of this provision is likely to increase as familiarity grows. A project that utilized the full exemption (as opposed to the partial exemption frequently used by San Francisco) is provided below:

- Contra Costa Centre Block C, Pleasant Hill: 200 market-rate apartments (increase from previous permit for 100 market-rate townhomes) on 1.61 acres (124 units/acre)

Reference:

http://64.166.146.245/docs/2015/BOS/20150728_615/22652_Res%20No.%2016-2015.pdf

Other CEQA Streamlining Provisions

The streamlining provision utilized by the largest number of surveyed cities is the categorical infill exemption (CEQA Guideline 15332), which fully exempts from CEQA infill residential projects of 5 acres or less. According to numerous local staff, this exemption is easier to use than the more recently adopted provisions (SB375, SB226, and SB743) established in concert with the introduction of Sustainable Communities Strategies. The Community Plan exemption (CEQA Guideline 15183), which provides an exemption for projects consistent with an adopted Community Plan and certified EIR (e.g. Specific Plan, Area Plan, or Precise Plan) is also very widely used and generally considered simpler than the recently created set of streamlining provisions.

Bay Area Housing Production and Regional Housing Need Allocation (RHNA) 2007-2014

Bay Area	RHNA	Very Low		RHNA	Low		RHNA	Moderate		RHNA	Above Moderate	
		Permits Issued	Percent of RHNA Met		Permits Issued	Percent of RHNA Met		Permits Issued	Percent of RHNA Met		Permits Issued	Percent of RHNA Met
Alameda	10,017	3,095	31%	7,616	1,699	22%	9,078	1,140	13%	18,226	13,681	75%
Contra Costa	6,512	1,353	21%	4,325	1,035	24%	4,996	3,654	73%	11,239	10,758	96%
Marin	1,095	250	23%	754	256	34%	977	219	22%	2,056	818	40%
Napa	879	135	15%	574	71	12%	713	268	38%	1,539	960	62%
San Francisco	6,589	3,920	59%	5,535	1,481	27%	6,754	1,234	18%	12,315	13,468	109%
San Mateo	3,588	702	20%	2,581	641	25%	3,038	746	25%	6,531	6,080	93%
Santa Clara	13,878	3,798	27%	9,567	2,692	28%	11,007	2,371	22%	25,886	35,962	139%
Solano	3,038	283	9%	1,996	481	24%	2,308	1,067	46%	5,643	3,141	56%
Sonoma	3,244	715	22%	2,154	826	38%	2,445	1,033	42%	5,807	3,065	53%
Bay Area Totals	48,840	14,251	29%	35,102	9,182	26%	41,316	11,732	28%	89,242	87,933	99%

ALAMEDA COUNTY	RHNA	Very Low		RHNA	Low		RHNA	Moderate		RHNA	Above Moderate	
		Permits Issued	Percent of RHNA Met		Permits Issued	Percent of RHNA Met		Permits Issued	Percent of RHNA Met		Permits Issued	Percent of RHNA Met
Alameda	482	80	17%	329	2	1%	392	3	1%	843	80	9%
Albany	64	0	0%	43	6	14%	52	176	338%	117	13	11%
Berkeley	328	83	25%	424	87	21%	549	23	4%	1,130	1,055	93%
Dublin	1,092	189	17%	661	85	13%	653	69	11%	924	3,394	367%
Emeryville	186	110	59%	174	3	2%	219	28	13%	558	588	105%
Fremont	1,348	198	15%	887	54	6%	876	240	27%	1,269	2,061	162%
Hayward	768	246	32%	483	0	0%	569	50	9%	1,573	1,719	109%
Livermore	1,038	72	7%	660	50	8%	683	196	29%	1,013	637	63%
Newark	257	0	0%	160	0	0%	155	0	0%	291	14	5%
Oakland	1,900	1,282	67%	2,098	385	18%	3,142	22	1%	7,489	2,342	31%
Piedmont	13	16	123%	10	2	20%	11	15	136%	6	13	217%
Pleasanton	1,076	59	5%	728	29	4%	720	79	11%	753	794	105%
San Leandro	368	195	53%	228	759	333%	277	19	7%	757	83	11%
Union City	561	177	32%	391	50	13%	380	32	8%	612	692	113%
Alameda County	536	388	72%	340	187	55%	400	188	47%	891	196	22%
County Totals	10,017	3,095	31%	7,616	1,699	22%	9,078	1,140	13%	18,226	13,681	75%

CONTRA COSTA COUNTY	RHNA	Very Low		RHNA	Low		RHNA	Moderate		RHNA	Above Moderate	
		Permits Issued	Percent of RHNA Met		Permits Issued	Percent of RHNA Met		Permits Issued	Percent of RHNA Met		Permits Issued	Percent of RHNA Met
Antioch	516	8	2%	339	20	6%	381	834	219%	1,046	381	36%
Brentwood	717	192	27%	435	58	13%	480	175	36%	1,073	1,608	150%
Clayton	49	0	0%	35	1	3%	33	2	6%	34	46	135%
Concord	639	2	0%	426	0	0%	498	8	2%	1,480	216	15%
Danville ²	196	2	1%	130	84	65%	146	101	69%	111	287	259%
El Cerrito	93	142	153%	59	38	64%	80	13	16%	199	163	82%
Hercules ³	143	0	0%	74	0	0%	73	0	0%	163	153	94%
Lafayette ²	113	47	42%	77	8	10%	80	8	10%	91	170	187%
Martinez	261	48	18%	166	0	0%	179	4	2%	454	148	33%
Moraga	73	0	0%	47	0	0%	52	0	0%	62	9	15%
Oakley	219	242	111%	120	191	159%	88	874	993%	348	331	95%
Orinda	70	72	103%	48	20	42%	55	22	40%	45	137	304%
Pinole	83	2	2%	49	1	2%	48	10	21%	143	59	41%
Pittsburg	322	79	25%	223	126	57%	296	666	225%	931	839	90%
Pleasant Hill	160	9	6%	105	1	1%	106	8	8%	257	194	75%
Richmond	391	74	19%	339	153	45%	540	243	45%	1,556	892	57%
San Pablo	22	0	0%	38	1	3%	60	35	58%	178	0	0%
San Ramon	1,174	196	17%	715	255	36%	740	302	41%	834	2,247	269%
Walnut Creek	456	150	33%	302	25	8%	374	19	5%	826	1,206	146%
Contra Costa County	815	88	11%	598	53	9%	687	330	48%	1,408	1,672	119%

Bay Area Housing Production and Regional Housing Need Allocation (RHNA) 2007-2014

County Totals		6,512	1,353	21%	4,325	1,035	24%	4,996	3,654	73%	11,239	10,758	96%
		<i>Very Low</i>			<i>Low</i>			<i>Moderate</i>			<i>Above Moderate</i>		
<i>MARIN COUNTY</i>	<i>RHNA</i>	<i>Permits Issued</i>	<i>Percent of RHNA Met</i>	<i>RHNA</i>	<i>Permits Issued</i>	<i>Percent of RHNA Met</i>	<i>RHNA</i>	<i>Permits Issued</i>	<i>Percent of RHNA Met</i>	<i>RHNA</i>	<i>Permits Issued</i>	<i>Percent of RHNA Met</i>	
Belvedere	5	2	40%	4	5	125%	4	2	50%	4	11	275%	
Corte Madera	68	64	94%	38	30	79%	46	4	9%	92	165	179%	
Fairfax	23	0	0%	12	0	0%	19	5	26%	54	8	15%	
Larkspur	90	25	28%	55	10	18%	75	9	12%	162	92	57%	
Mill Valley	74	23	31%	54	50	93%	68	23	34%	96	67	70%	
Novato	275	72	26%	171	13	8%	221	118	53%	574	119	21%	
Ross	8	1	13%	6	3	50%	5	3	60%	8	1	13%	
San Anselmo ⁸	26	12	0%	19	15	0%	21	1	0%	47	8	0%	
San Rafael	262	32	12%	207	26	13%	288	0	0%	646	109	17%	
Sausalito	45	8	18%	30	17	57%	34	3	9%	56	20	36%	
Tiburon	36	0	0%	21	3	14%	27	0	0%	33	9	27%	
Marin County	183	11	6%	137	84	61%	169	51	30%	284	209	74%	
County Totals	1,095	250	23%	754	256	34%	977	219	22%	2,056	818	40%	

Bay Area Housing Production and Regional Housing Need Allocation (RHNA) 2007-2014

		Very Low			Low			Moderate			Above Moderate		
<i>NAPA COUNTY</i>	<i>RHNA</i>	<i>Permits Issued</i>	<i>Percent of RHNA Met</i>	<i>RHNA</i>	<i>Permits Issued</i>	<i>Percent of RHNA Met</i>	<i>RHNA</i>	<i>Permits Issued</i>	<i>Percent of RHNA Met</i>	<i>RHNA</i>	<i>Permits Issued</i>	<i>Percent of RHNA Met</i>	
American Canyon	169	0	0%	116	0	0%	143	2	1%	300	86	29%	
Calistoga	17	14	82%	11	9	82%	18	2	11%	48	8	17%	
Napa	466	88	19%	295	26	9%	381	162	43%	882	495	56%	
St. Helena	30	2	7%	21	8	38%	25	16	64%	45	25	56%	
Yountville ²	16	20	125%	15	22	147%	16	12	75%	40	20	50%	
Napa County	181	11	6%	116	6	5%	130	74	57%	224	326	146%	
County Totals	879	135	15%	574	71	12%	713	268	38%	1,539	960	62%	
<i>SAN FRANCISCO COUNTY</i>	<i>RHNA</i>	<i>Permits Issued</i>	<i>Percent of RHNA Met</i>	<i>RHNA</i>	<i>Permits Issued</i>	<i>Percent of RHNA Met</i>	<i>RHNA</i>	<i>Permits Issued</i>	<i>Percent of RHNA Met</i>	<i>RHNA</i>	<i>Permits Issued</i>	<i>Percent of RHNA Met</i>	
San Francisco ⁵	6,589	3,920	59%	5,535	1,481	27%	6,754	1,234	18%	12,315	13,468	109%	
County Totals	6,589	3,920	59%	5,535	1,481	27%	6,754	1,234	18%	12,315	13,468	109%	
<i>SAN MATEO COUNTY</i>	<i>RHNA</i>	<i>Permits Issued</i>	<i>Percent of RHNA Met</i>	<i>RHNA</i>	<i>Permits Issued</i>	<i>Percent of RHNA Met</i>	<i>RHNA</i>	<i>Permits Issued</i>	<i>Percent of RHNA Met</i>	<i>RHNA</i>	<i>Permits Issued</i>	<i>Percent of RHNA Met</i>	
Atherton	19	18	95%	14	0	0%	16	0	0%	34	-8	-24%	
Belmont	91	0	0%	65	0	0%	77	4	5%	166	45	27%	
Brisbane ⁵	91	0	0%	66	0	0%	77	7	9%	167	137	82%	
Burlingame	148	0	0%	107	0	0%	125	9	7%	270	93	34%	
Colma	15	0	0%	11	0	0%	13	0	0%	26	2	8%	
Daly City ²	275	76	28%	198	51	26%	233	43	18%	501	386	77%	
East Palo Alto	144	4	3%	103	0	0%	122	74	61%	261	119	46%	
Foster City	111	15	14%	80	40	50%	94	5	5%	201	248	123%	
Half Moon Bay ⁸	63	0	0%	45	0	0%	53	0	0%	115	18	0%	
Hillsborough	20	76	380%	14	10	71%	17	8	47%	35	22	63%	
Menlo Park	226	66	29%	163	11	7%	192	24	13%	412	188	46%	
Millbrae	103	2	2%	74	3	4%	87	18	21%	188	461	245%	
Pacifica	63	5	8%	45	1	2%	53	44	83%	114	158	139%	
Portola Valley ⁸	17	0	0%	12	0	0%	14	0	0%	31	0	0%	
Redwood City	422	82	19%	304	84	28%	358	94	26%	772	2,442	316%	
San Bruno	222	16	7%	160	299	187%	188	281	149%	403	170	42%	
San Carlos	137	2	1%	98	5	5%	116	14	12%	248	121	49%	
San Mateo	695	163	23%	500	56	11%	589	105	18%	1,267	863	68%	
South San Francisco	373	108	29%	268	7	3%	315	10	3%	679	128	19%	
Woodside	10	7	70%	7	5	71%	8	5	63%	16	42	263%	
San Mateo County ²	343	62	18%	247	69	28%	291	1	0%	625	445	71%	
County Totals	3,588	702	20%	2,581	641	25%	3,038	746	25%	6,531	6,080	93%	
<i>SANTA CLARA COUNTY</i>	<i>RHNA</i>	<i>Permits Issued</i>	<i>Percent of RHNA Met</i>	<i>RHNA</i>	<i>Permits Issued</i>	<i>Percent of RHNA Met</i>	<i>RHNA</i>	<i>Permits Issued</i>	<i>Percent of RHNA Met</i>	<i>RHNA</i>	<i>Permits Issued</i>	<i>Percent of RHNA Met</i>	
Campbell	199	32	16%	122	300	246%	158	67	42%	413	217	53%	
Cupertino	341	38	11%	229	31	14%	243	58	24%	357	657	184%	
Gilroy	319	29	9%	217	70	32%	271	65	24%	808	1,262	156%	
Los Altos	98	23	23%	66	22	33%	79	12	15%	74	784	1059%	
Los Altos Hills	27	25	93%	19	10	53%	22	5	23%	13	76	585%	
Los Gatos	154	2	1%	100	41	41%	122	5	4%	186	180	97%	
Milpitas	689	336	49%	421	109	26%	441	264	60%	936	6,442	688%	
Monte Sereno	13	6	46%	9	12	133%	11	3	27%	8	14	175%	
Morgan Hill	317	98	31%	249	100	40%	246	43	17%	500	1,286	257%	
Mountain View	571	237	42%	388	28	7%	488	4	1%	1,152	2,387	207%	

Bay Area Housing Production and Regional Housing Need Allocation (RHNA) 2007-2014

Palo Alto	690	156	23%	543	9	2%	641	128	20%	986	787	80%
San Jose	7,751	1,774	23%	5,322	1,038	20%	6,198	144	2%	15,450	13,073	85%
Santa Clara	1,293	412	32%	914	111	12%	1,002	198	20%	2,664	5,952	223%
Saratoga	90	0	0%	68	13	19%	77	5	6%	57	20	35%
Sunnyvale	1,073	572	53%	708	402	57%	776	1,204	155%	1,869	2,403	129%
Santa Clara County	253	58	23%	192	396	206%	232	166	72%	413	422	102%
County Totals	13,878	3,798	27%	9,567	2,692	28%	11,007	2,371	22%	25,886	35,962	139%

SOLANO COUNTY	RHNA	Very Low		RHNA	Low		RHNA	Moderate		RHNA	Above Moderate	
		Permits Issued	Percent of RHNA Met		Permits Issued	Percent of RHNA Met		Permits Issued	Percent of RHNA Met		Permits Issued	Percent of RHNA Met
Benicia	147	0	0%	99	3	3%	108	0	0%	178	94	53%
Dixon	197	117	59%	98	4	4%	123	2	2%	310	20	6%
Fairfield	873	0	0%	562	0	0%	675	33	5%	1,686	1,529	91%
Rio Vista	213	23	11%	176	213	121%	207	426	206%	623	427	69%
Suisun City	173	112	65%	109	81	74%	94	21	22%	234	206	88%
Vacaville	754	14	2%	468	150	32%	515	582	113%	1,164	644	55%
Vallejo	655	16	2%	468	13	3%	568	0	0%	1,409	210	15%
Solano County ^{5,6,7}	26	1	4%	16	17	106%	18	3	17%	39	11	28%
County Totals	3,038	283	9%	1,996	481	24%	2,308	1,067	46%	5,643	3,141	56%

SONOMA COUNTY	RHNA	Very Low		RHNA	Low		RHNA	Moderate		RHNA	Above Moderate	
		Permits Issued	Percent of RHNA Met		Permits Issued	Percent of RHNA Met		Permits Issued	Percent of RHNA Met		Permits Issued	Percent of RHNA Met
Cloverdale	71	2	3%	61	1	2%	81	39	48%	204	0	0%
Cotati	67	0	0%	36	2	6%	45	5	11%	109	11	10%
Healdsburg	71	60	85%	48	23	48%	55	8	15%	157	91	58%
Petaluma	522	136	26%	352	53	15%	370	28	8%	701	645	92%
Rohnert Park ³	371	24	6%	231	0	0%	273	1	0%	679	6	1%
Santa Rosa	1,520	323	21%	996	481	48%	1,122	646	58%	2,896	1,100	38%
Sebastopol	32	37	116%	28	62	221%	29	9	31%	87	35	40%
Sonoma	73	40	55%	55	32	58%	69	29	42%	156	84	54%
Windsor	198	52	26%	130	36	28%	137	28	20%	254	53	21%
Sonoma County	319	41	13%	217	136	63%	264	240	91%	564	1,040	184%
County Totals	3,244	715	22%	2,154	826	38%	2,445	1,033	42%	5,807	3,065	53%

1 No data available permits issued in 2013 or 2014

2 Data provided by local staff. Building permits finalized.

3 Data from RHNA 4 (2007-2014) Housing Element.

4 No data available for this jurisdiction

5 Data is for Certificates of Occupancy issued.

6 Jurisdiction did not specify very low income units; ABAG counted all units affordable to below 80% AMI as low income

7 Data from RHNA 5 Housing Element (2014-2022).

8 Data is available only for 2014

San Francisco Bay Area Progress in Meeting 2015-2023 Regional Housing Need Allocation (RHNA)

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About the data: The following is a summary compiled by the Association of Bay Area Governments of housing permits issued for all San Francisco Bay Area jurisdictions for the period between 2015 and 2023. This data was compiled primarily from the permitting information sent to ABAG by local planning staff. When permit data was not available, ABAG used information from the Annual Housing Element Progress Reports (APRs) filed by jurisdictions with the California Department of Housing and Community Development (HCD).

Note: Given that calendar year 2014 is in-between the 2007-14 and the 2015-2023 RHNA cycles, HCD provided Bay Area jurisdictions with the option of counting the units they permitted in 2014 towards either the past (2007-2014) or the current (2015-2023) RHNA cycle. Jurisdictions that requested that their 2014 permits be counted towards their 2015-2023 allocation are indicated by an asterisk (*).

For more information and other housing datasets please visit ABAG's website at www.abag.ca.gov/planning/housing

Bay Area	Very Low (0-50% AMI)			Low (50-80% AMI)			Moderate (80-120% AMI)			Above Moderate (120%+ AMI)			Total		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Alameda	9,912	384	4%	6,604	185	3%	7,924	55	1%	19,596	4,437	23%	44,036	5,061	11%
Contra Costa	5,264	3	0%	3,086	22	1%	3,496	214	6%	8,784	2,700	31%	20,630	2,939	14%
Marin	618	38	6%	367	27	7%	423	29	7%	890	173	19%	2,298	267	12%
Napa	370	38	10%	199	27	14%	243	138	57%	670	130	19%	1,482	333	22%
San Francisco	6,234	213	3%	4,639	1,595	34%	5,460	250	5%	12,536	2,566	20%	28,869	4,624	16%
San Mateo	4,595	147	3%	2,507	117	5%	2,830	65	2%	6,486	2,384	37%	16,418	2,713	17%
Santa Clara	16,158	453	3%	9,542	568	6%	10,636	65	1%	22,500	8,404	37%	58,836	9,490	16%
Solano	1,711	20	1%	902	60	7%	1,053	471	45%	3,311	686	21%	6,977	1,237	18%
Sonoma	1,822	52	3%	1,094	87	8%	1,355	63	5%	4,177	597	14%	8,448	799	9%
Bay Area Totals	46,684	1,348	3%	28,940	2,688	9%	33,420	1,350	4%	78,950	22,077	28%	187,994	27,463	15%

San Francisco Bay Area Progress in Meeting 2015-2023 Regional Housing Need Allocation (RHNA)

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ALAMEDA COUNTY	Very Low (0-50% AMI)			Low (50-80% AMI)			Moderate (80-120% AMI)			Above Moderate (120%+ AMI)			Total		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Alameda	444	16	4%	248	15	6%	283	11	4%	748	77	10%	1,723	119	7%
Albany	80	0	0%	53	0	0%	57	0	0%	145	10	7%	335	10	3%
Berkeley	532	51	10%	442	17	4%	584	2	0%	1,401	363	26%	2,959	433	15%
Dublin	796	26	3%	446	39	9%	425	4	1%	618	839	136%	2,285	908	40%
Emeryville*	276	0	0%	211	0	0%	259	0	0%	752	107	14%	1,498	107	7%
Fremont	1,714	64	4%	926	0	0%	978	0	0%	1,837	382	21%	5,455	446	8%
Hayward	851	0	0%	480	0	0%	608	0	0%	1,981	108	5%	3,920	108	3%
Livermore	839	0	0%	474	2	0%	496	14	3%	920	420	46%	2,729	436	16%
Newark	330	0	0%	167	0	0%	158	0	0%	423	76	18%	1,078	76	7%
Oakland	2,059	98	5%	2,075	30	1%	2,815	0	0%	7,816	643	8%	14,765	771	5%
Piedmont	24	2	8%	14	0	0%	15	0	0%	7	3	43%	60	5	8%
Pleasanton*	716	92	13%	391	16	4%	407	3	1%	553	1,103	199%	2,067	1,214	59%
San Leandro	504	0	0%	270	0	0%	352	0	0%	1,161	0	0%	2,287	0	0%
Union City	317	0	0%	180	0	0%	192	0	0%	417	290	70%	1,106	290	26%
Alameda County	430	35	8%	227	66	29%	295	21	7%	817	16	2%	1,769	138	8%
County Totals	9,912	384	4%	6,604	185	3%	7,924	55	1%	19,596	4,437	23%	44,036	5,061	11%

San Francisco Bay Area Progress in Meeting 2015-2023 Regional Housing Need Allocation (RHNA)

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CONTRA COSTA COUNTY	Very Low (0-50% AMI)			Low (50-80% AMI)			Moderate (80-120% AMI)			Above Moderate (120%+ AMI)			Total		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Antioch	349	1	0%	205	0	0%	214	19	9%	680	47	7%	1,448	67	5%
Brentwood	234	0	0%	124	4	3%	123	0	0%	279	480	172%	760	484	64%
Clayton	51	0	0%	25	0	0%	31	0	0%	34	0	0%	141	0	0%
Concord*	798	0	0%	444	0	0%	559	4	1%	1,677	48	3%	3,478	52	1%
Danville	196	N/R		111	N/R		124	N/R		126	N/R		557	N/R	
El Cerrito	100	0	0%	63	6	10%	69	13	19%	166	116	70%	398	135	34%
Hercules	220	N/R		118	N/R		100	N/R		244	N/R		682	N/R	
Lafayette	138	0	0%	78	0	0%	85	7	8%	99	76	77%	400	83	21%
Martinez	124	0	0%	72	0	0%	78	0	0%	195	45	23%	469	45	10%
Moraga*	75	0	0%	44	0	0%	50	0	0%	60	8	13%	229	8	3%
Oakley*	317	0	0%	174	0	0%	175	68	39%	502	234	47%	1,168	302	26%
Orinda	84	0	0%	47	0	0%	54	0	0%	42	41	98%	227	41	18%
Pinole	80	0	0%	48	0	0%	43	0	0%	126	0	0%	297	0	0%
Pittsburg	392	0	0%	254	2	1%	316	0	0%	1,063	384	36%	2,025	386	19%
Pleasant Hill	118	0	0%	69	0	0%	84	2	2%	177	3	2%	448	5	1%
Richmond	438	0	0%	305	0	0%	410	0	0%	1,282	84	7%	2,435	84	3%
San Pablo ¹	56	0	0%	53	0	0%	75	0	0%	265	30	11%	449	30	7%
San Ramon	516	0	0%	279	0	0%	282	2	1%	340	386	114%	1,417	388	27%
Walnut Creek ¹	604	0	0%	355	0	0%	381	2	1%	895	208	23%	2,235	210	9%
Contra Costa County*	374	2	1%	218	10	5%	243	97	40%	532	510	96%	1,367	619	45%
County Totals	5,264	3	0%	3,086	22	1%	3,496	214	6%	8,784	2,700	31%	20,630	2,939	14%

San Francisco Bay Area Progress in Meeting 2015-2023 Regional Housing Need Allocation (RHNA)

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MARIN COUNTY	Very Low (0-50% AMI)			Low (50-80% AMI)			Moderate (80-120% AMI)			Above Moderate (120%+ AMI)			Total		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Belvedere	4	0	0%	3	0	0%	4	0	0%	5	0	0%	16	0	0%
Corte Madera ²	22	0	0%	13	1	8%	13	0	0%	24	0	0%	72	1	1%
Fairfax	16	N/R		11	N/R		11	N/R		23	N/R		61	N/R	
Larkspur	40	0	0%	20	0	0%	21	0	0%	51	7	14%	132	7	5%
Mill Valley*	41	7	17%	24	8	33%	26	4	15%	38	6	16%	129	25	19%
Novato	111	16	14%	65	0	0%	72	1	1%	167	15	9%	415	32	8%
Ross ²	6	1	17%	4	0	0%	4	0	0%	4	0	0%	18	1	6%
San Anselmo	33	2	6%	17	1	6%	19	0	0%	37	1	3%	106	4	4%
San Rafael	240	1	0%	148	9	6%	181	8	4%	438	84	19%	1,007	102	10%
Sausalito ¹	26	2	8%	14	0	0%	16	4	25%	23	0	0%	79	6	8%
Tiburon*	24	0	0%	16	0	0%	19	0	0%	19	8	42%	78	8	10%
Marin County* ¹	55	9	16%	32	8	25%	37	12	32%	61	52	85%	185	81	44%
County Totals	618	38	6%	367	27	7%	423	29	7%	890	173	19%	2,298	267	12%

NAPA COUNTY	Very Low (0-50% AMI)			Low (50-80% AMI)			Moderate (80-120% AMI)			Above Moderate (120%+ AMI)			Total		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
American Canyon*	116	0	0%	54	17	31%	58	133	229%	164	0	0%	392	150	38%
Calistoga*	6	37	617%	2	10	500%	4	2	50%	15	7	47%	27	56	207%
Napa	185	0	0%	106	0	0%	141	3	2%	403	96	24%	835	99	12%
St. Helena ¹	8	0	0%	5	0	0%	5	0	0%	13	3	23%	31	3	10%
Yountville ¹	4	0	0%	2	0	0%	3	0	0%	8	4	50%	17	4	24%
Napa County	51	1	2%	30	0	0%	32	0	0%	67	20	30%	180	21	12%
County Totals	370	38	10%	199	27	14%	243	138	57%	670	130	19%	1,482	333	22%

San Francisco Bay Area Progress in Meeting 2015-2023 Regional Housing Need Allocation (RHNA)

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SAN FRANCISCO	Very Low (0-50% AMI)			Low (50-80% AMI)			Moderate (80-120% AMI)			Above Moderate (120%+ AMI)			Total		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
San Francisco	6,234	213	3%	4,639	1,595	34%	5,460	250	5%	12,536	2,566	20%	28,869	4,624	16%
County Totals	6,234	213	3%	4,639	1,595	34%	5,460	250	5%	12,536	2,566	20%	28,869	4,624	16%

SAN MATEO COUNTY	Very Low (0-50% AMI)			Low (50-80% AMI)			Moderate (80-120% AMI)			Above Moderate (120%+ AMI)			Total		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Atherton ¹	35	6	17%	26	3	12%	29	3	10%	3	1	33%	93	13	14%
Belmont	116	0	0%	63	0	0%	67	0	0%	222	7	3%	468	7	1%
Brisbane ²	25	0	0%	13	0	0%	15	1	7%	30	2	7%	83	3	4%
Burlingame ¹	276	0	0%	144	0	0%	155	0	0%	288	22	8%	863	22	3%
Colma	20	0	0%	8	0	0%	9	0	0%	22	0	0%	59	0	0%
Daly City ¹	400	0	0%	188	2	1%	221	6	3%	541	39	7%	1,350	47	3%
East Palo Alto	64	0	0%	54	0	0%	83	0	0%	266	0	0%	467	0	0%
Foster City*	148	83	56%	87	49	56%	76	14	18%	119	563	473%	430	709	165%
Half Moon Bay	52	0	0%	31	0	0%	36	0	0%	121	0	0%	240	0	0%
Hillsborough ¹	32	22	69%	17	7	41%	21	3	14%	21	8	38%	91	40	44%
Menlo Park ¹	233	22	9%	129	23	18%	143	0	0%	150	703	469%	655	748	114%
Millbrae	193	0	0%	101	0	0%	112	0	0%	257	0	0%	663	0	0%
Pacifica	121	0	0%	68	0	0%	70	1	1%	154	7	5%	413	8	2%
Portola Valley*	21	7	33%	15	2	13%	15	3	20%	13	14	108%	64	26	41%
Redwood City	706	0	0%	429	3	1%	502	0	0%	1,152	589	51%	2,789	592	21%
San Bruno	358	0	0%	161	0	0%	205	0	0%	431	10	2%	1,155	10	1%
San Carlos	195	0	0%	107	0	0%	111	0	0%	183	12	7%	596	12	2%
San Mateo	859	0	0%	469	23	5%	530	18	3%	1,242	358	29%	3,100	399	13%
South San Francisco	565	0	0%	281	3	1%	313	10	3%	705	28	4%	1,864	41	2%
Woodside ¹	23	7	30%	13	2	15%	15	0	0%	11	4	36%	62	13	21%
San Mateo County ¹	153	0	0%	103	0	0%	102	6	6%	555	17	3%	913	23	3%
County Totals	4,595	147	3%	2,507	117	5%	2,830	65	2%	6,486	2,384	37%	16,418	2,713	17%

San Francisco Bay Area Progress in Meeting 2015-2023 Regional Housing Need Allocation (RHNA)

DRAFT

SANTA CLARA COUNTY	Very Low (0-50% AMI)			Low (50-80% AMI)			Moderate (80-120% AMI)			Above Moderate (120%+ AMI)			Total		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Campbell	253	0	0%	138	4	3%	151	2	1%	391	43	11%	933	49	5%
Cupertino	356	0	0%	207	0	0%	231	4	2%	270	174	64%	1,064	178	17%
Gilroy ¹	236	26	11%	160	249	156%	217	7	3%	475	398	84%	1,088	680	63%
Los Altos	169	0	0%	99	0	0%	112	0	0%	97	48	49%	477	48	10%
Los Altos Hills	46	5	11%	28	5	18%	32	0	0%	15	11	73%	121	21	17%
Los Gatos*	201	0	0%	112	0	0%	132	2	2%	174	27	16%	619	29	5%
Milpitas	1,004	10	1%	570	0	0%	565	0	0%	1,151	0	0%	3,290	10	0%
Monte Sereno ²	23	4	17%	13	0	0%	13	0	0%	12	0	0%	61	4	7%
Morgan Hill	273	0	0%	154	12	8%	185	6	3%	316	333	105%	928	351	38%
Mountain View	814	0	0%	492	9	2%	527	0	0%	1,093	237	22%	2,926	246	8%
Palo Alto	691	20	3%	432	58	13%	278	7	3%	587	153	26%	1,988	238	12%
San Jose*	9,233	345	4%	5,428	231	4%	6,188	0	0%	14,231	5,904	41%	35,080	6,480	18%
Santa Clara	1,050	0	0%	695	0	0%	755	19	3%	1,593	212	13%	4,093	231	6%
Saratoga	147	N/R		95	N/R		104	N/R		93	N/R		439	N/R	
Sunnyvale	1,640	43	3%	906	0	0%	932	18	2%	1,974	799	40%	5,452	860	16%
Santa Clara County	22	0	0%	13	0	0%	214	0	0%	28	65	232%	277	65	23%
County Totals	16,158	453	3%	9,542	568	6%	10,636	65	1%	22,500	8,404	37%	58,836	9,490	16%

San Francisco Bay Area Progress in Meeting 2015-2023 Regional Housing Need Allocation (RHNA)

DRAFT

SOLANO COUNTY	Very Low (0-50% AMI)			Low (50-80% AMI)			Moderate (80-120% AMI)			Above Moderate (120%+ AMI)			Total		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Benicia*	94	0	0%	54	3	6%	56	0	0%	123	5	4%	327	8	2%
Dixon ¹	50	0	0%	24	0	0%	30	0	0%	93	49	53%	197	49	25%
Fairfield	779	0	0%	404	0	0%	456	284	62%	1,461	387	26%	3,100	671	22%
Rio Vista	45	N/R		36	N/R		48	N/R		170	N/R		299	N/R	
Suisun City	147	0	0%	57	0	0%	60	0	0%	241	8	3%	505	8	2%
Vacaville	287	20	7%	134	46	34%	173	180	104%	490	190	39%	1,084	436	40%
Vallejo	283	0	0%	178	0	0%	211	0	0%	690	33	5%	1,362	33	2%
Solano County	26	0	0%	15	11	73%	19	7	37%	43	14	33%	103	32	31%
County Totals	1,711	20	1%	902	60	7%	1,053	471	45%	3,311	686	21%	6,977	1,237	18%

San Francisco Bay Area Progress in Meeting 2015-2023 Regional Housing Need Allocation (RHNA)

DRAFT

SONOMA COUNTY	Very Low (0-50% AMI)			Low (50-80% AMI)			Moderate (80-120% AMI)			Above Moderate (120%+ AMI)			Total		
	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met	RHNA	Permits Issued	Percent of RHNA Met
Cloverdale	39	25	64%	29	7	24%	31	0	0%	112	0	0%	211	32	15%
Cotati	35	0	0%	18	0	0%	18	2	11%	66	3	5%	137	5	4%
Healdsburg ²	35	3	9%	24	4	17%	26	3	12%	76	39	51%	161	49	30%
Petaluma*	199	0	0%	103	6	6%	121	45	37%	322	191	59%	745	242	32%
Rohnert Park	181	0	0%	107	0	0%	127	0	0%	484	86	18%	899	86	10%
Santa Rosa	947	0	0%	581	24	4%	759	8	1%	2,375	94	4%	4,662	126	3%
Sebastopol ¹	22	0	0%	17	0	0%	19	0	0%	62	2	3%	120	2	2%
Sonoma ²	24	0	0%	23	0	0%	27	5	19%	63	6	10%	137	11	8%
Windsor	120	0	0%	65	0	0%	67	0	0%	188	55	29%	440	55	13%
Sonoma County ²	220	24	11%	127	46	36%	160	0	0%	429	121	28%	936	191	20%
County Totals	1,822	52	3%	1,094	87	8%	1,355	63	5%	4,177	597	14%	8,448	799	9%

1 Still in the discussion process of data compilation

2 Data from 2015 APR

N/R: No data available for this jurisdiction

* Jurisdiction opted to have 2014 permits counted towards its 2015-2023 RHNA allocation.



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2017 Charge! Program

Pre-Application Workshop

February 27, 2017

Ken Mak

Acting Supervising Staff Specialist



Webinar Information

This webinar is being recorded

Copies of presentations will be posted to the Program Website.

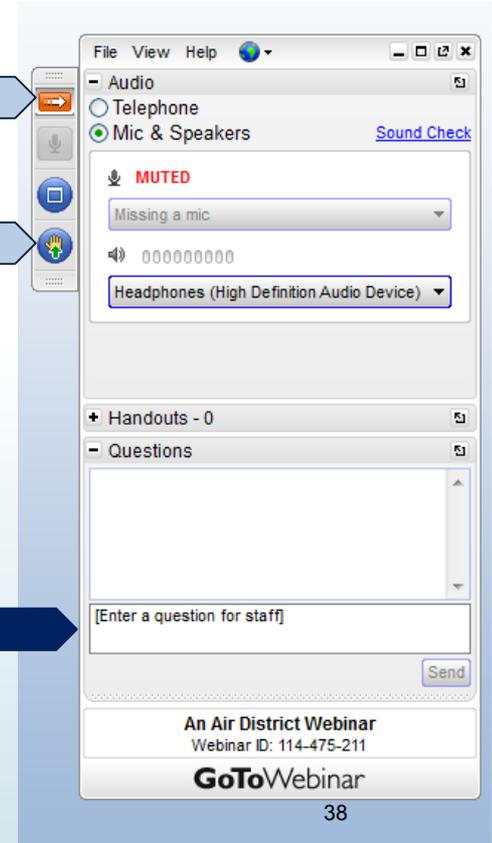
Type in questions using the questions box here.

Questions will be answered at the end of the presentation.

Show/Hide Control Panel

Raise Hand

Questions Box





Overview



Introduction & Background

- Bay Area Air Quality Management District (Air District)
- Criteria Pollution in the Bay Area
- Electric Vehicle (EV) Goals and Adoption

Program Information

- Funding Source
- Guidance and Requirements
- Process

How to Apply

Contact and Questions



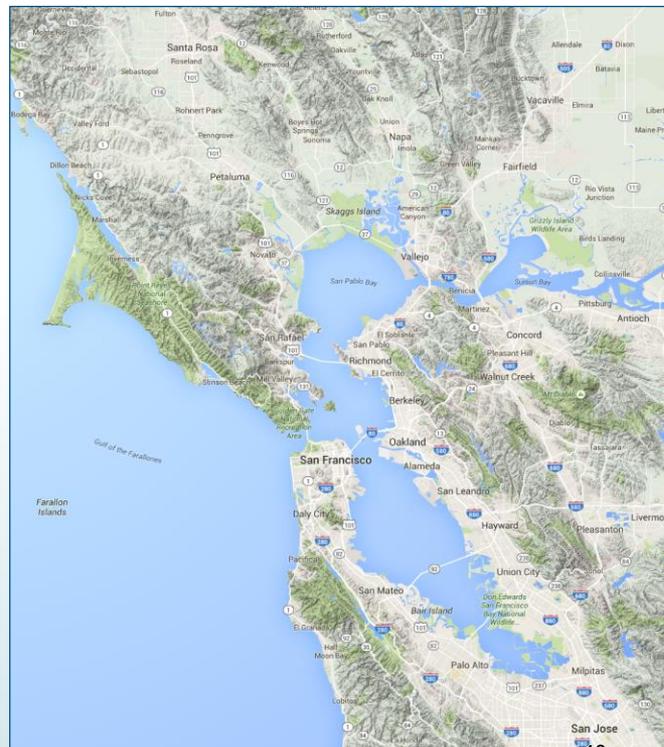
Introduction and Background

The Air District:

- Established in 1955
- Nine Bay Area Counties
- Seven Million Residents
- 5,340 square miles

Mission:

“To protect and improve public health, air quality and the global climate”

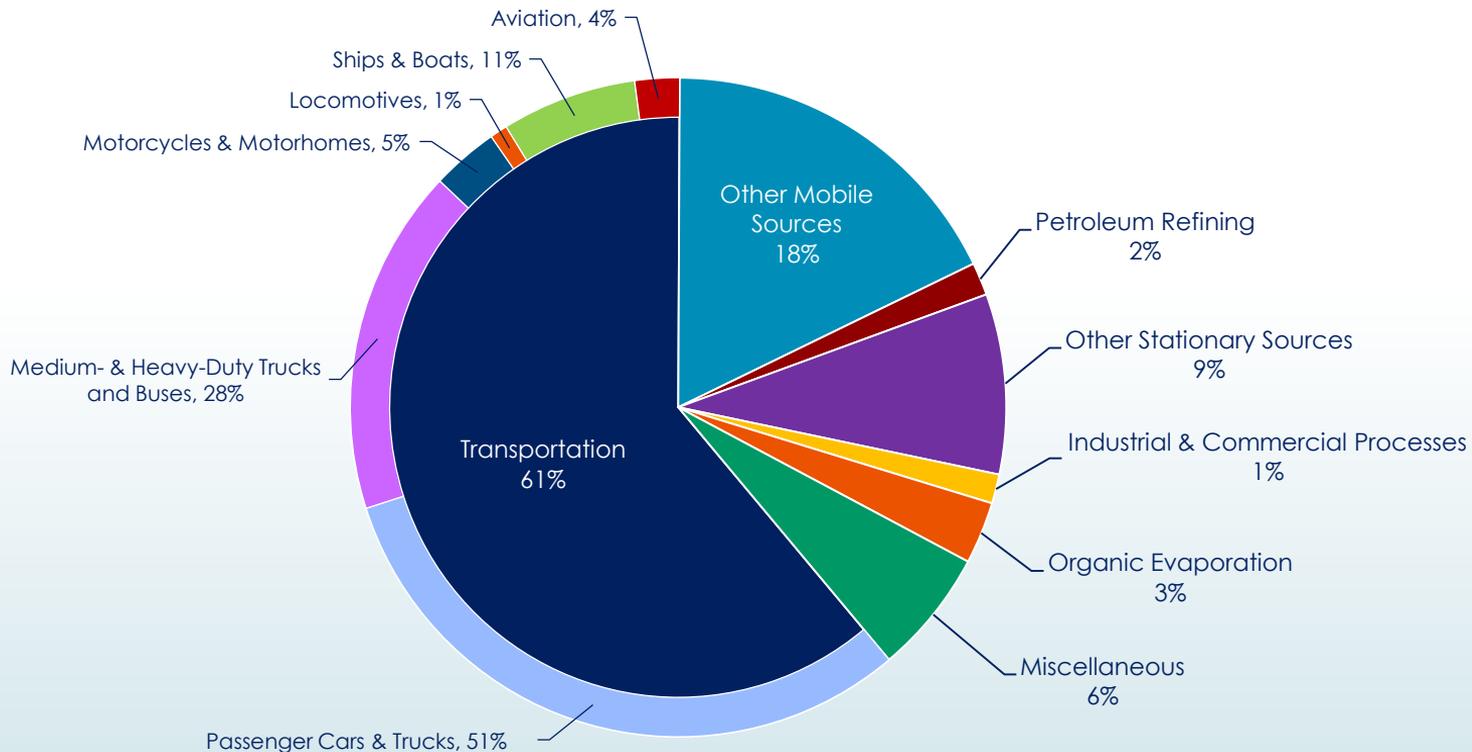




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Sources of Bay Area of Criteria Pollution

2011 Total = 2,044 tons/day





Transportation Fund for Clean Air

- \$4 DMV Surcharge
- ~\$23 million available for projects in FYE 2017.
- Cost-effectively reduce tailpipe emissions of criteria pollutants

Trip Reduction



\$4M

Clean Vehicle



\$13M

Bicycle Facilities



\$5M



Bay Area Electric Vehicle Adoption Goals



2020:

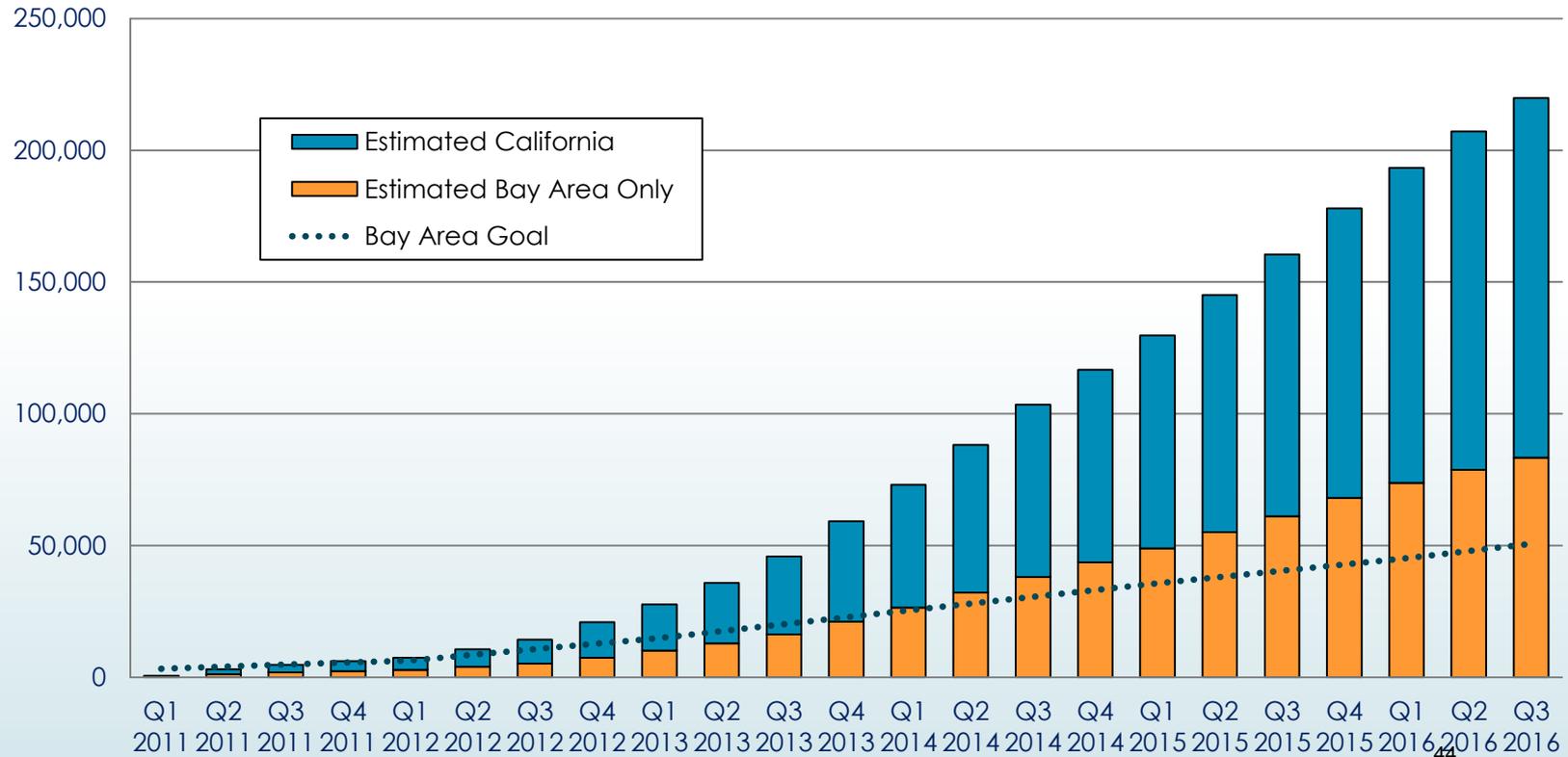
- 110,000 EVs (Bay Area)

2025:

- 247,000 EVs (Bay Area)
- 1.5 M EVs (Statewide)



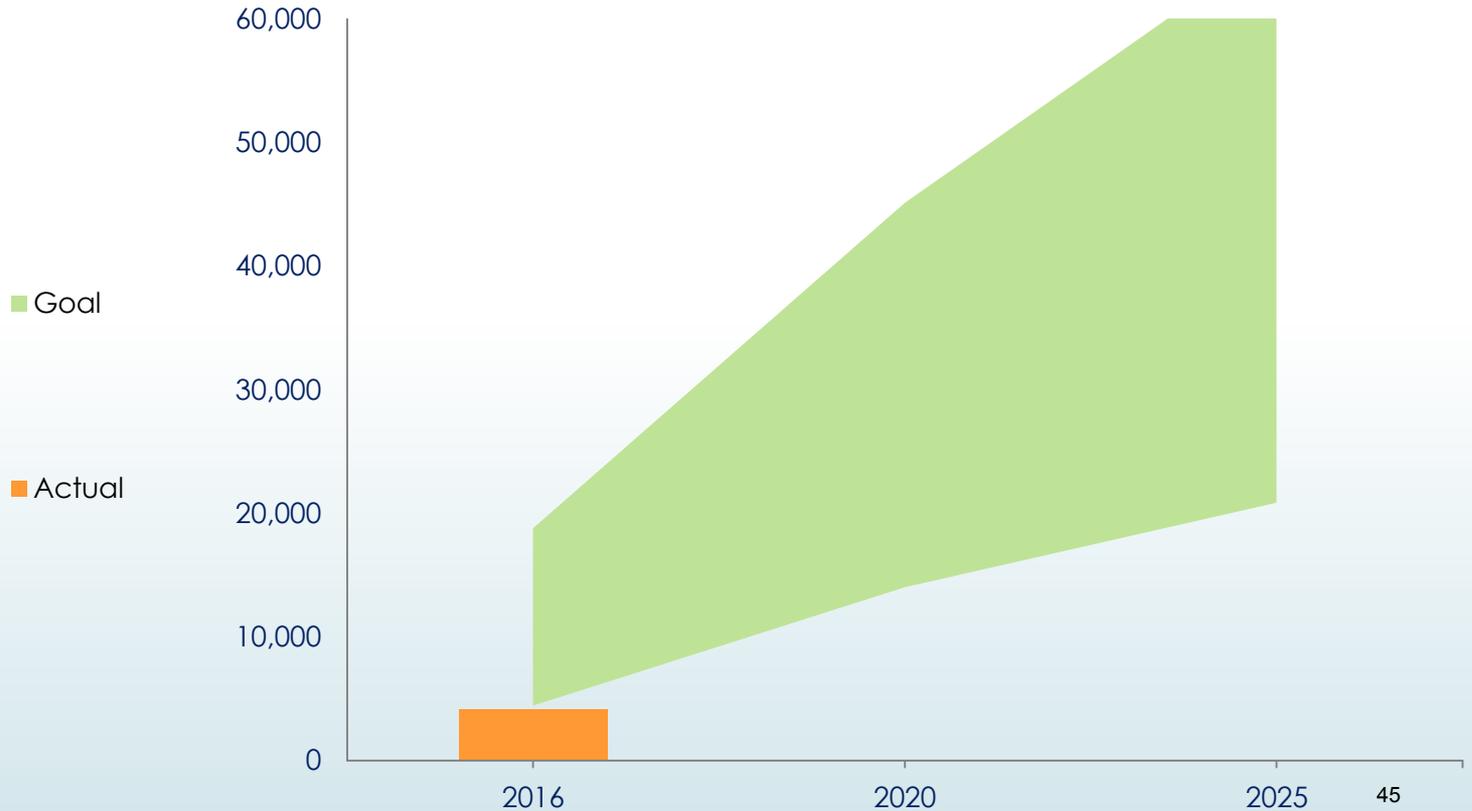
Bay Area EV Adoption (2011 – 2016)





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Bay Area Public EV Infrastructure





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Air District Funding for EVs



Infrastructure

2017 Charge!



Vehicles

Scheduled for
mid-2017



Charge! Summary

“Charge! Is a TFCFA-funded grant program that helps offset a portion (up to 75%) of the cost of purchasing, installing, and operating new publicly available charging stations at qualifying facilities within the Air District’s jurisdiction. Funding is available on a first-come, first-served basis to public agencies and private businesses and is paid to grantees (“Project Sponsors”) on a reimbursement basis after the project has been completed.”



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Facilities



Destination



Multi-Dwelling Unit
(MDU)



Transit Parking



Transportation
Corridor



Workplace



Charging Station Funding and Requirements

All stations must be UL certified, stationary, and connected to the grid

Charging Station Type	Level 1	Level 2 (low)	Level 2 (high)	DC Fast*
Max Base Funding (per Station)	\$750	\$1,500	\$3,000	\$18,000
Connector Requirement	NEMA** 5-15, 5-20 or J1772	J1772		CHAdeMO & SAE Combo
Output Rating Requirement	1.4 KW	3.3 – 6.6 KW	6.6+ KW	40+ KW
Usage Requirement (over 3 years, per Station)	2,700 kWh	5,400 kWh	10,800 kWh	90,000 kWh

* Each DC Fast charging station installed must be paired with either a new or existing level 2 charging station at the same location.

** NEMA 5-15 or 5-20 receptacles are acceptable only for level 1 charging stations installed at MDU, Transit parking, and workplace facilities. Level 1 charging stations installed at other facilities must have the SAE J1772 connector.



Usage Requirement

Minimum kWh that must be delivered to EVs within 3 years

Charging Station Type	Level 1	Level 2 (low)	Level 2 (high)	DC Fast
Increase in EV miles driven (in 3 years)	9,000 mi	18,000 mi	36,000 mi	302,000 mi
Usage Requirement (over 3 years, per Station)	2,700 kWh	5,400 kWh	10,800 kWh	90,000 kWh
Daily Usage Requirement (250 days/yr, per Station)	3.6 kWh	7.2 kWh	14.4 kWh	120 kWh
Equivalent daily charging time (250 days/yr)	~2.6 hours	~2.2 hours	~2.2 hours	~6 x 30 min. sessions



Plus Up Funding

Multi-Port Level 2

\$1,000 per additional J1772 connector

- Must deliver additional 3,600 kWh per additional port over three years

New Solar

\$1 per installed Watt

- New Solar Plus Up cannot exceed the base funding amount of the facility

Transportation Corridors

\$7,000 per installed DC Fast Charging Station

- Must be available 24 hours per day, 7 days per week
- Must be within one mile driving distance of an heavy volume expressway, freeway, highway, etc.



Key Grantee/Project Sponsor Obligations

Station Installation

- Complete within 9 months
- Use a Licensed Contractor

Insurance

- General Liability
- Workers Comp

Operate & Report

- 3 years/until Usage Requirement is met
- Submit Interim, 3x Annual, & Final Reports

Allow & Cooperate

- Fiscal Audits
- Project Inspections



Case-by-Case: examples

Eligible

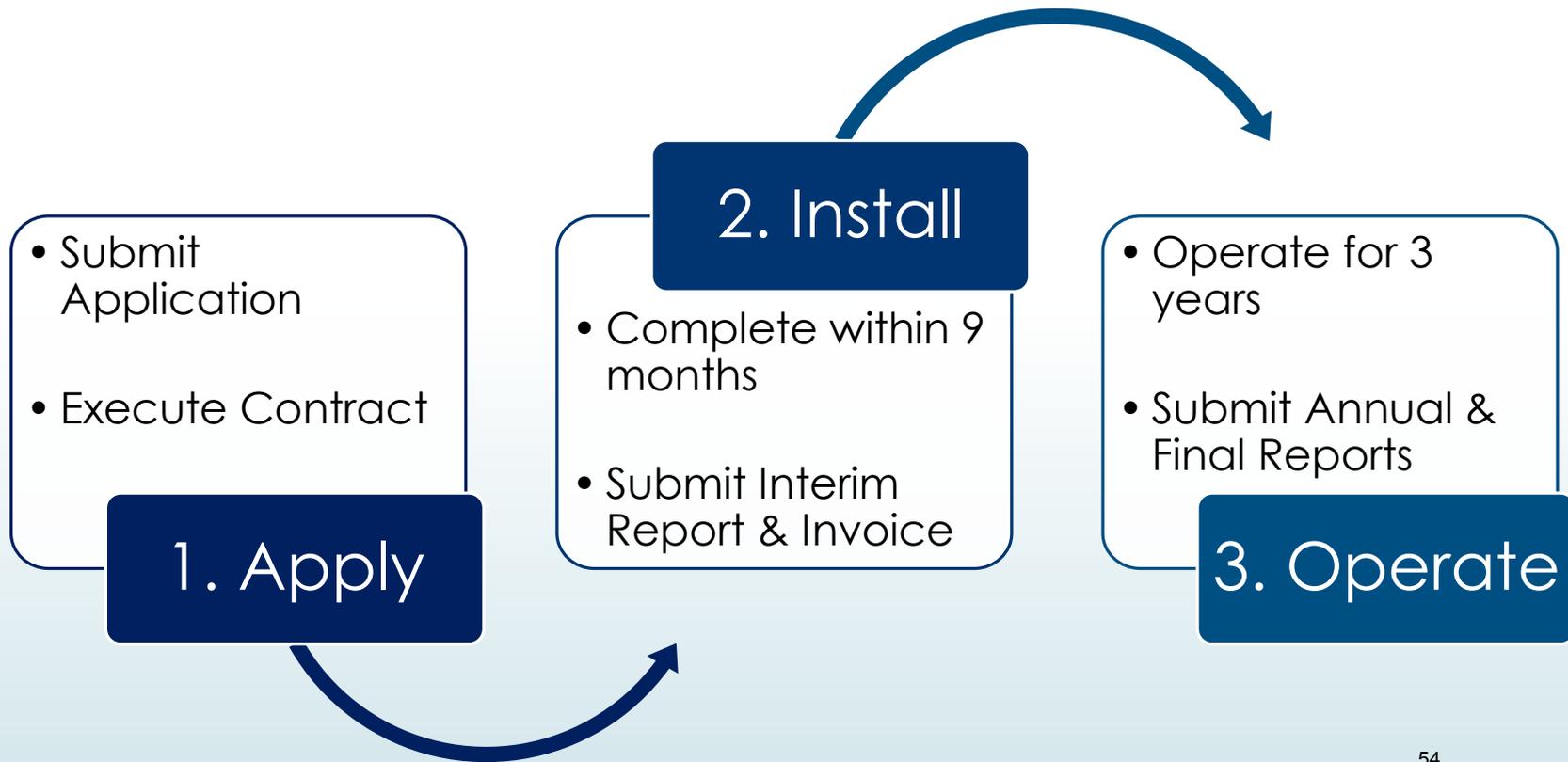
- Non-conforming chargers (connectors)
- Other forms of zero-emissions renewable power
- Stations that will be used by workplace and MUD only
- Low-usage chargers

Not Eligible

- Non-commercialized and non-UL listed chargers
- Non-zero emissions power
- Stations that will serve single family residents
- Projects that do not meet minimum funding level



Charge! 3-step process





Step 1: Apply

● Applicant:

- Submit online application, including:
 - Letter of commitment / Authority to Apply
 - Proof of property ownership
 - Map of proposed charging stations locations
 - Line item cost estimate
- Sign and return Contract
- Ensure no work will begin until receipt of Notice to Proceed



● Air District:

- Review application, issue Notice of proposed Award if eligible
- Forward proposed Contract for signature
- Execute Contract and issue Notice to Proceed



Step 2: Install / Project Implementation

● Grantee (Project Sponsor):

- Purchase equipment
- Hire a licensed contractor to perform work
- Install and activate equipment
- Obtain and Maintain Insurance
- Submit Interim Status Report & Invoice



● Air District:

- Release 85% of funds for reimbursement following installation and review of Report & Invoice



Step 3: Operate and Report

● Grantee (Project Sponsor):

- Operating and maintain equipment for 3 years
- Ensure usage requirement is met
- Maintain insurance
- Submit annual and final reports



● Air District:

- Audit and Inspect
- Release remaining 15% of funds for reimbursement following fulfillment of usage requirement and review of final report



Online Application (page 1)

APPLICANT'S ADDRESS

Legal Address * Street Address Line 2 City * State * Zip *

Do you have a mailing address different from above? *

Yes

No

All official documents regarding this grant will be sent to the legal address unless a mailing address is provided.

CONTACT INFORMATION

Project Contact
This person serves as the point of contact for day-to-day communications.

Name of Project Contact * Project Contact Position/Title *

Project Contact Email Address Project Contact Phone Number *

Is the person authorized to sign documents the same as Project Contact? *

Yes

No

Is the person completing the application the same as Project Contact? *

Yes

No

Project Budget

Estimated Total Project Cost (\$)

Matching Funds:
Enter in the source and amount of all matching funds for the eligible costs of this project. Note that the sum of all matching funds must be at least 25% of the Estimated Total Project Cost. To add additional sources, click "Add Line Item" below.

Item	Source	Source Type	Amount (\$)	Status
	<input type="text"/>	Please select... ▼	<input type="text"/>	Please select... ▼

[Add Line Item](#)

Total Matching Funds (\$) 0.00



Online Application (page 2)

I. Project Schedule

Please provide the proposed Project schedule. For the Expected Date of Installation Start, indicate when work will commence (e.g., apply for permits, initiate CEQA, place order for equipment). For Expected Date Charging Stations will be available for use, indicate when all of the installation work for this project will be complete and all of the facilities that are part of this project will be open and available for use. Note: To be eligible for funding, all stations must be installed and operating within 9 months from the date the Funding Agreement is executed.

Expected Date of Installation Start * Expected Date Charging Stations will be available for use *

II. Facility Information

If the project includes more than one charging facility, then Section II must be completed for each distinct facility. To add another charging facility, click on "Add Another Facility" on the bottom of the section. A maximum of five facilities may be included in this application--if you have more than five facilities, please contact us.

A. FACILITY LOCATION

Facility Address * City * Zip * County *

Does applicant own the property? *

Facility Category *

B. IMPACTED COMMUNITIES & PRIORITY AREAS

As part of the evaluation criteria, projects in PDA or CARE areas may receive high priority.

Is the station located in a Bay Area CARE Area? * Yes No

Will the service operate in a designated Planned or Potential Priority Development Area (PDA)? * Yes No

C. Charging Station Information

Enter information for your proposed charging stations. If this facility has more than one charging station type, click "Add another charging station type" to add another line

Quantity:	Type	Ports per Station	Make & Model	Base Award
<input type="text" value="1"/>	<input type="text" value="Please select..."/>		<input type="text"/>	\$ 0

[Add another charging station type](#)

Max. Base Award for this Facility \$ 0

D. Plus-up Funding

If you're installing a new solar system, enter rating of new solar system in watts, otherwise leave blank: (Watts)

Plus-up Amount \$ 0

Does this Facility qualify for the Transportation Corridor Plus-up? Yes No

Plus-up Amount \$ 0

Are you requesting Plus-up for Multi-port Level 2? Yes No

Plus-up Amount \$ 0

Total Plus-up Amount \$ 0



Online Application (page 3)

1. Evidence of Authority to Apply

A signed letter of commitment from an individual with authority to enter into a financial commitment and carry out the Project (e.g., Chief Executive or Financial Officer, Executive Director, City Manager);

OR

A signed resolution from the governing board (e.g., City Council, Board of Supervisors, Board of Directors).

The signed letter of commitment or resolution must address the following:

- Authorize the submittal of the application.
- Confirm that the entity has secured matching funds from a non-Air District source(s) that would fund the costs to purchase/install and maintain the vehicle charging station in excess of the award amount.
- Acknowledge that the entity will operate and maintain the station for its intended purpose for a minimum of three years.

Evidence of Authority to Apply *

No file chosen

2. Property ownership

Proof of property ownership or written permission from property owner to install and operate PEV Charging Stations. Include for each facility--Click "Add another attachment" below to upload more than one file. (max 5)

Proof of Property Ownership *

No file chosen

[Add another attachment](#)

3. Cost Quote

A line item cost quote to purchase and install the charging stations from a licensed contractor, include the contractor license number. Include for each facility--Click "Add another attachment" below to upload more than one file. (max 5)

Cost Estimate from Licensed Contractor *

No file chosen

[Add another attachment](#)

4. Map

Map showing the location in detail for each proposed charging station. Map must show 1) proximity to nearest roadway, 2) proximity to buildings, and 3) proximity to existing charging stations. Click "Add another attachment" below to upload more than one file. (max 5)

Map of proposed charging stations *

No file chosen

[Add another attachment](#)

5. Proposed Charging Station Spec Sheet

Please upload the specification sheet for the proposed charging stations, Click "Add another attachment" below to upload more than one file. (max 5)

Specification Sheet *

No file chosen

[Add another attachment](#)



Online Application (page 4)

PART 4. CERTIFICATION & SURVEY

By submitting this application online, I agree to the below statements and certify that to the best of my knowledge, the information contained in this application and in any documentation accompanying this application or submitted in furtherance of this application is true and accurate. Also, I understand that any misstatements or omissions of material facts may disqualify this application and any monies awarded based on it.

The applicant entity I represent has read, understood, and agrees to comply with the requirements listed in the *Charge!* Program Guidance.

This application is for evaluation purposes only and does not guarantee project funding.

The applicant entity I represent agrees to operate and maintain all charging stations until the usage requirements have been met and for a minimum of 3 years from the date that the equipment is placed into service.

The proposed project and the emissions reductions that would be realized from it are not required by any federal, state or local regulation, judicial order, agreement, memorandum of understanding, contract, mitigation requirement, or other binding obligation that requires the project applicant to implement any portion of the project that would be funded by the Air District.

The applicant entity I represent is in compliance and will remain in compliance with all applicable federal, state, and local air quality rules and regulations.

The applicant entity I represent agrees to submit Semi-annual Progress Reports until the station is put into service and Annual Monitoring Reports on an annual basis for the duration of the project to report, at a minimum, electricity dispensed, proof of insurance, and cost to use the station(s).

The applicant entity I represent will allow Air District staff or its designee to inspect all charging station(s) and to audit program records.

Should the project sponsor fail to meet any of the Program requirements, the award may be cancelled and forfeited; this potentially would require reimbursement of a pro-rated amount of the award.

I have the legal authority to apply for funding on behalf of the applicant entity and that I am authorized to sign this application on behalf of applicant.

Print Name * Title * Date *

Survey

Please help us improve our grant application process and outreach by answering a few survey questions!

How did you hear about this grant opportunity?

Did you or anyone associated with this application attend an Yes No
Application Workshop, a meeting, or other event where
information was presented about BAAQMD grant programs?

Was this application easy to follow? Yes No

Please share your suggestions for improving the application
process:



Project Schedule

Date	Activity
<p>Projects that Request \$10,000 - \$100,000 within 60 days from the date a complete application is submitted</p> <p>Projects that request greater than \$100,000 have a longer approval process since they require Air District Board approval</p>	<p>Air District notifies applicant about its determination (Notice of Proposed Award) and a proposed Funding Agreement is sent for the Project Sponsor's signature.</p> <p>Applicants that are not selected for award are notified and provided an explanation of why their project was not selected or found to be eligible</p>
<p>Within 9 months of the Funding Agreement being executed</p>	<p>All charging stations must be installed and operating, First reimbursement installment</p>
<p>Once stations are installed and for 3 years after charging stations are installed and operating</p>	<p>Operating and Reporting period, Audit and Inspection</p>
<p>After completion of the Operating and Reporting period</p>	<p>Final Reimbursement installment</p>



Program Schedule

Date	Activity
February 15, 2017	Program Solicitation Released
February 28, 2017	Application form will be posted following the first workshop
March 15, 2017 March 28, 2017	Pre-application workshops
May 22, 2017 (unless funds exhausted sooner)	Application deadline (solicitation closes)
After May 22, 2017	Case-by-case applications evaluated



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Questions

www.baaqmd.gov/charge

Ken Mak

kmak@baaqmd.gov

(415) 749-8660



BAPDA
BAY AREA PLANNING DIRECTORS ASSOCIATION

Spring 2017 Meeting

**April 28, 2017
8:30am to 1:30pm**

**Nile Hall, Preservation Park
668 13th Street, Oakland**

Rediscovering Main Street: Strategies for a Thriving Downtown

AGENDA

8:30am **Registration / Continental Breakfast**

9:00am **Welcome and Introductions**

The desire to rediscover the classic Main Street as the heart and soul of the city has resurfaced in many forms throughout the country. In the Bay Area, we have seen numerous downtowns repurposed to more successfully capture a sense of community and place, as a draw for employment and housing, a destination for leisure and entertainment, and a place for preserving the historic past. Planners from four Bay Area cities with thriving, but very different Main Streets will share their insights about successful downtown planning. The second session will include the perspectives of developers, economists, and other professionals to examine strategies that make for a successful and viable downtown.



Al Savay, AICP · BAPDA Chair; Community & Economic Development Director, City of San Carlos

9:15am **Downtown Planning Panel**

What is unique about the “Main Street” character – about its sense of place, scale, feeling, retail experience and heritage that are not found in other locations of the city? Does design enhance our experience? What are the elements that make downtown an engaging place to shop, work, walk, invest in, and live? What plans are cities putting in place to enhance and sustain the viability and quality of the downtown experience? Planners from several Bay Area cities with thriving, but very different Main Streets will share their insights about successful downtown planning.



Moderator: **Miriam Chion** · Planning and Research Director, Association of Bay Area Governments
Panelists: **Aaron Aknin**, AICP · Assistant City Manager and Community Development Director, City of Redwood City
Scott Duiven · Senior Planner, City of Petaluma
Rosalynn Hughey · Assistant Planning Director, City of San Jose
Kwame Reed · Senior Analyst, City of Brentwood

10:45am **Break / Networking**

11:00am **Economic Positioning & Strategy Panel**

How do we enhance and maintain downtown vibrancy and competitiveness? What do current market forces tell us about developing long-term solutions? How do we sharpen the competitiveness of Main Street’s traditional merchants, recruit new businesses, convert existing space, and zone to spur renewal? This session will include the perspectives of developers, economists, and other professionals to examine strategies that make for a successful and viable downtown, as well as future trends.



Moderator: **Cynthia Kroll** · Chief Economist, Association of Bay Area Governments
Panelists: **Christine Firstenberg** · Senior Vice President, JLL
Mike Ghielmetti · Founder and President, Signature Development Group
David Greensfelder · Managing Principal, Greensfelder Commercial Real Estate
Jason Moody · Managing Principal, Economic & Planning Systems

12:30pm **Lunch / Networking**

The meeting fee of \$45 includes breakfast and lunch
Please register at <https://store.abag.ca.gov/authorizenet/bapda.html>
For questions, please call (415) 820-7993
3 CM Credits