

**Community Development
Department**

Planning and Housing Division
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November 17, 2016

Executive Board of the Association of Bay Area Governments and
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

VIA EMAIL

RE: Final Preferred Scenario for Plan Bay Area 2040

Dear Honorable Chair Cortese and Executive Board President Pierce, Executive Board and
Commission Members,

The City of Redwood City has reviewed the Final Preferred Scenario released on October 28, 2016. We appreciate the difficulty of the task at hand, and the complexities involved with the methodology and working with dozens of jurisdictions on this process. MTC and ABAG staff made themselves available during the extensive Draft Scenario review period and allowed time for review and comment, which was appreciated. After our review of the Draft Scenario, we had no comments or concerns.

Considering we had no comments, we were surprised to find that the Final Preferred Scenario differed substantially from the Draft Scenario we reviewed for our jurisdiction – an increase of almost 2,000 units, or a 25% increase from the Draft Scenario. It assumes a growth of 8,000 housing units in our PDA areas alone. This increase is well above even the highest projection given in the three preliminary scenarios we reviewed earlier this year. The City was given two weeks to review the new numbers, while months had been dedicated to review of the previous scenarios. We were not consulted on this change, and it appears that the numbers are intended to balance out reduced household forecasts for other jurisdictions in the region. Most importantly, it is infeasible that this amount of growth will realistically occur within the PDAs in the prescribed timeframe.

Redwood City requests that the Board and Commission continue this item to give us

adequate time to understand the increase in units and the allocation process between jurisdictions. Redwood City is a leader within the region for the production of housing, and we are carefully planning for additional housing in the future. However, we believe this responsibility should be shared fairly between jurisdictions. We also believe that the methodology that explains the substantial change between the Draft and Final Preferred Scenario should have been more clearly communicated and additional time granted for a thorough review and comment.

Thank you for your consideration, and we look forward to working with MTC and ABAG staff further on Plan Bay Area 2040.

Sincerely,

A handwritten signature in black ink, consisting of two stylized, rounded shapes that resemble the letters 'A' and 'A' joined together.

Aaron J. Akin
Assistant City Manager and Director of Community Development
City of Redwood City

CC: John Seybert, City of Redwood City Mayor
Alicia Aguirre, MTC Commissioner & City of Redwood City Council Member
Melissa Stevenson-Diaz, City Manager, City of Redwood City
Brad Paul, Deputy Executive Director of ABAG
Steve Heminger, Executive Director of MTC
Ken Kirkey, MTC Planning Director

From: Pilar Lorenzana-Campo <pilar@siliconvalleyathome.org>
Sent: Wednesday, November 16, 2016 9:38 PM
To: dave.cortese@bos.sccgov.org; Julie Pierce
Cc: Steve Heminger; Ken Kirkey; BradP@abag.ca.gov; Miriam Chion; fredc@abag.ca.gov; Rosy Leyva
Subject: Re: (November 17, 2016, Item 4.a) Special Joint Metropolitan Transportation Commission together with the Association of Bay Area Governments Executive Board Meeting
Attachments: PBA_Jobs and Housing Projections_FINAL.pdf
Importance: High
Follow Up Flag: Flag for follow up
Flag Status: Flagged

Honorable MTC Chair Cortese, ABAG President Pierce, and members of the MTC Commission and ABAG Executive Board,

On behalf of our members, SV@Home thanks both agencies for their efforts to create a regional framework for coordinated land use and transportation planning.

We acknowledge and appreciate staff's tremendous effort to arrive at a meaningful and achievable Final Preferred Scenario and their efforts to respond to our feedback. We are heartened to see that adjustments were made in response to concerns we raised in our October 13th comment letter.

However, we still remain concerned about the following:

Exacerbation of the Jobs Housing Imbalance-- The assumptions contained in the Final Scenario are a vast improvement over the jobs and housing assumptions in the Draft Preferred Scenario.

However, despite these adjustments, we remain concerned that the Final Scenario continues to exacerbate Santa Clara County's already significant jobs and housing imbalance. For example, the revised projections show Cupertino with 5.46 jobs per households in 2040 – significantly reduced from the 7.41 jobs per households stemming from the Draft Preferred Scenario – but still much greater than the City's existing 1.29 jobs per household (2010). (See Attached analysis of job and housing growth in Santa Clara County cities.)

Disconnect with Current Housing Goals-- In some cases, housing projections are lower than housing plans currently approved or being considered by local jurisdictions. For a vast number of cities, the Final Scenario's household projections fall below household projections established by local general plans. For example, the Final Scenario projects 30,400 households in Milpitas by 2040, when the City's General Plan plans for 31,680 households during the same period. The City of Palo Alto is now considering a plan that would create more new housing units than the number required under the Final Scenario.

As you move forward in approving the Final Preferred Scenario and taking the next steps that will lead to adopting an Action Plan concurrently with Plan Bay Area adoption in 2017, we encourage the MTC Commissioners and the ABAG Executive Board to:

- **Take additional steps to ensure that the next iteration of Plan does not inadvertently endanger local efforts to strike a more equitable balance between jobs and housing across Santa Clara County communities and the greater Bay Area;**
- **Include short- and long-term strategies to achieve a better fit and balance between jobs and housing in the County and its respective jurisdictions; and**
- **Include a roadmap of specific short- and long-term housing policy actions to address the affordable housing goals of the Plan.**

Addressing the housing crisis falls squarely on the shoulders of our local, county, and regional bodies. We thank you for your leadership and urge you to continue to take bold and aggressive action to address our regional planning needs.

Sincerely,

Pilar Lorenzana-Campo
Policy Director
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sv@home

350 W Julian #5, San Jose, CA 95110



Table 1: Plan Bay Area 2040 Final Preferred Scenario (October 28, 2016)

Jurisdiction	Households		jobs per household		new households per year	
	2040 PBA projections	2040 General Plan projections	2010 actual	2040 final scenario	2040 PBA projections	2015-2022 RHNA
Campbell *	18,750	19,260	1.61	3.41	73	117
Cupertino *	22,950	24,040	1.29	5.46	68	133
Gilroy	19,600		1.25	0.79	187	136
Los Altos	11,720	11,268	1.37	2.62	41	60
Los Altos Hills *	3,020	3,300	0.73	0.71	6	15
Los Gatos *	13,040	13,785	1.91	1.40	38	77
Milpitas *	30,400	31,680	2.36	1.40	380	411
Monte Sereno *	1,320	1,498	1.21	0.14	2	8
Morgan Hill *	15,800	16,135	1.43	0.11	108	116
Mountain View	53,800	41,790	1.50	1.13	733	366
Palo Alto *	32,900	31,916	3.39	3.86	212	249
San Jose *	448,300	487,000	1.25	1.11	5,020	4,385
Santa Clara *	57,000	57,260	2.62	4.54	497	512
Saratoga *	10,960	*11,678	0.92	1.10	10	55
Sunnyvale	84,200	*66,934	1.40	1.35	1,053	682
Unincorporated Area	32,450	*26,952		1.06	212	35
TOTAL	856,210			1.46	8,640	

Legend

- Projected ratio that will likely exacerbate current jobs and housing imbalance (underhoused)
- Projected ratio that will likely exacerbate current jobs and housing imbalance (under employed)
- PBA per year housing projections that are less than yearly RHNA requirement
- * Communities with local plans that exceed housing projections



November 16, 2016

Steve Heminger
Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

RE: Draft Preferred Scenario for Plan Bay Area (PBA) 2040

Dear Mr. Heminger,

On behalf of the Silicon Valley Leadership Group, a participating organization in San Jose's General Plan Task Force 4-Year Review, I am writing to express concern regarding the discrepancy between San Jose's targeted 750,450 jobs by 2040 and the current allocation of 502,600 jobs to San Jose in the PBA 2040 Draft Preferred Scenario, which is unacceptably low. The Leadership Group has been encouraged by the recommendations that have come forward from the 2040 General Plan Task Force 4-Year Review and its focus on bringing San Jose's job to employed resident ratio into greater balance. The extensive and engaging public process that brought San Jose to its targeted 750,450 jobs by 2040 should be acknowledged and reflected in the PBA 2040 Draft Preferred Scenario.

The Silicon Valley Leadership Group, founded in 1978 by David Packard of Hewlett-Packard, represents nearly 400 of Silicon Valley's most respected employers on issues, programs and campaigns that affect the economic health and quality of life in Silicon Valley, including energy, transportation, education, housing, health care, tax policies, economic vitality and the environment. Leadership Group members collectively provide nearly one of every three private sector jobs in Silicon Valley and have added to the unique character of our region.

While the Leadership Group is actively engaged in advocating for balanced housing and job growth throughout the region, it is clear that San Jose's ongoing efforts to meet targeted Regional Housing Needs Allocations have distinguished the city among its neighbors. As MTC's successful strategies have demonstrated, placing more jobs in a housing rich city like San Jose is a significant method for reducing green house gas emissions by reducing vehicle miles traveled to and from employment centers. Santa Clara County's recent passage of Measure B, which ensures BART's extension into downtown San Jose, further points to the need to increase jobs numbers in a city that will become a larger regional transit hub. MTC's carbon reduction goals are vitally important, and to see them realized, it is vital to continue its successful emphasis on transit oriented development by anticipating job growth in emerging transit centers like San Jose's downtown core.

Thank you for considering our support and the Leadership Group looks forward to working with MTC staff in recognizing the best way to move forward for our community.

Sincerely,

Carl Guardino
President and CEO
Silicon Valley Leadership Group

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CARL GUARDINO
President & CEO
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MICHAEL ENGH, S.J.
Santa Clara University
TOM FALLON
Infraera Corporation
BRANT FISH
Chevron Corporation
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KEN MCNEELY
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Western Digital Corporation
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TOMI RYBA
El Camino Hospital
ALAN SALZMAN
VentagePoint Capital Partners
RON SEGE
Echelon Corporation
ROSEMARY TURNER
UPS
RICK WALLACE
KLA-Tencor
KEN XIE
Fortinet
JED YORK
San Francisco 49ers
Established in 1978 by

November 16, 2016

Metropolitan Transportation Commission & Association of Bay Area
Governments
375 Beale Street
San Francisco, CA 94105

Re: Plan Bay Area 2040 Preferred Scenario

Dear members of the Joint MTC Planning Committee and ABAG Administrative Committee:

Thank you for the opportunity to comment on the draft Preferred Scenario for Plan Bay Area 2040. We appreciate that the agencies are seeking to broaden the regional planning conversation by encouraging input from a range of stakeholders, including technology and innovation companies.

We recognize that regional agencies have an important but limited role in affecting the many factors that make for a Bay Area that is prosperous, equitable and environmentally sustainable. In principle, we agree with the increasing integration of regional planning for transportation systems and local land use decisions that affect air quality, water quality, economic and physical mobility, quality of life for all Bay Area. However, we are cautious that traditional approaches to integrated regional planning may not be sufficient to address the unprecedented challenges our communities now confront with housing affordability and equity, and access to multiple transportation modes and equity.

There is much to do. Vision and focus are essential. According to MTC and ABAG's own analysis, the draft Preferred Scenario, while clearly superior to the "no project" scenario (that is, the status quo without bold innovations and policy interventions), will significantly worsen the housing and displacement crisis for low-income people, will do almost nothing to increase access to middle-wage jobs and little to reduce the health harms these communities face. In addition, we are concerned that little is being done for the peninsula and east bay to address transportation solutions that are connected, low carbon, and connect the communities of the region its job clusters.

Nor will the draft Preferred Scenario significantly improve the housing supply shortfall or the jobs-housing location mismatch that drive the commute congestion and housing inaffordability that frustrate commuters on a daily basis.

Therefore, in the spirit of focus, we offer the following, briefly:

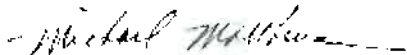
- We strongly encourage the agencies to adopt an implementation plan related to land use and employment challenges -- housing, economic development and resilience, hazard resilience, open space -- as a companion to Plan Bay Area's detailed Transportation Investment Plan;
- We encourage the agencies to put a high-priority focus on incentivizing and enabling the building of more homes, including an adequate number of permanently affordable home options for those Bay Area residents who are essentially unable to compete effectively for market rate housing reasonably near their jobs and essential service destinations.

We encourage the MTC to take a longer time horizon so we can begin the needed public transportation projects today rather than wait a further 5 years.

- We commit ourselves to finding appropriate ways to work within the innovation community to scout paths that others may follow, to act more nimbly than regional agencies are typically able to act, in order to support conception and testing of strategies that can be scaled up and replicated.

Again, thank you for the opportunity to comment on the Plan Bay Area 2040 draft Preferred Scenario. We look forward to the opportunity to review a draft Implementation Plan, anticipated in early 2017.

Sincerely,



Michael Matthews
California Policy Director
Facebook, Inc.



CITY OF BRISBANE

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Brisbane, California 94005-1310
(415) 508-2100
Fax (415) 467-4989

October 7, 2016

Ken Kirkey, Planning Director
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Subject: Plan Bay Area 2040 Draft Preferred Scenario

Dear Mr. Kirkey:

The City of Brisbane has reviewed the *Plan Bay Area 2040 Draft Preferred Scenario*, including Household and Job Growth Projections by jurisdiction. The City objects to the Brisbane projections and requests that these figures be revised as noted below.

Specifically, the draft preferred scenario projects 4,400 new households in the Brisbane portion of the Bi-County PDA. Currently this portion of the City includes no residential units. The Housing Element of the City's General Plan proposes 230 additional residential units in the Parkside subarea, and the City is actively engaged in the development of a precise plan to plan for these units. The bulk of the PDA lies within the Brisbane Baylands where the City's General Plan currently prohibits housing. You are aware that the City of Brisbane is currently considering an application by the property owner to amend the City's General Plan to allow housing and approve a specific plan containing approximately 4,400 residential units. This application is currently under review by the Brisbane City Council, with a decision expected in summer/fall of 2017.

The City of Brisbane is extremely troubled by the draft household projection, which can only be achieved if the Brisbane Baylands project as proposed by the developer is approved. ABAG/MTC has taken great lengths to reassure local municipalities that whatever land use scenario is included, Plan Bay Area does not govern, control, or override local land use regulations. Given that the City is actively engaged in the review and decision making process for the Baylands, it is objectionable for the preferred scenario to include the household projections as proposed which are inconsistent with the City's General Plan. Utilizing these projections does not reflect acceptance or recognition of the City's land use regulations, rather these projections can only be construed either as an unjustified presumption on the part of MTC regarding the outcome of the City's land use process, or as an unseen attempt on MTC's part to pressure and/or intimidate the City of Brisbane and unduly influence the outcome of the City's independent planning process. The City respectfully suggests this is not an appropriate role for MTC to play in local land use matters.

The City requests that the Household and Employment Projections for the Brisbane PDA be revised to reflect the current Brisbane General Plan. This was the approach utilized in PBA 2013, and the City sees

no justification for MTC to make different assumptions at this time. The projections should be revised to reflect the planned 230 housing units within the PDA. In regard to employment, the General Plan currently does not accommodate appreciable job growth within the PDA, so it is recommended that the PDA employment projections utilize the same growth rate projections applied to employment within non-PDA areas of Brisbane.

Thank you for your consideration in this matter. Should you have any questions regarding this letter, please contact John Swiecki, Community Development Director at jswiecki@ci.brisbane.ca.us or at 415.508.2120.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Cliff Lentz', written over a horizontal line.

Cliff Lentz
Mayor

cc: Brisbane City Council
Clay Holstine, City Manager