

# BayArea Plan

To: MTC Planning Committee, ABAG Administrative Committee

Date: June 1, 2012

Fr: Assistant Executive Director, ABAG  
Executive Director, MTC

Re: Plan Bay Area: EIR Scope and Alternatives

MTC and ABAG are co-lead agencies for the preparation of a programmatic Environmental Impact Report (EIR) for Plan Bay Area. This environmental assessment fulfills the requirements of the California Environmental Quality Act (CEQA) and is designed to inform decision-makers, responsible and trustee agencies, and the general public of the range of potential environmental impacts that could result from implementation of the proposed Plan Bay Area. The EIR recommends a set of measures to mitigate any significant adverse regional impacts identified in the analysis.

As a programmatic document, this EIR presents a region-wide assessment of the potential impacts of the proposed Plan Bay Area. In addition, as a first-tier environmental document, this EIR supports second-tier environmental documents for:

- Transportation projects and programs included in the financially constrained plan, and
- Residential or mixed use projects and Transit Priority Projects (TPPs) consistent with the Plan per Senate Bill 375.

The Plan Bay Area EIR does not evaluate subcomponents of the proposed Plan nor does it assess project-specific or site-specific impacts of individual transportation or development projects, which are required to separately comply with CEQA and/or National Environmental Protection Act (NEPA), as applicable.

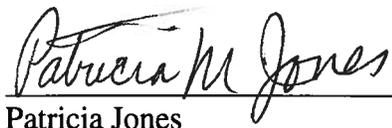
The MTC and ABAG boards adopted a preferred land use strategy and transportation investment strategy at a joint meeting last month. The preferred strategies provide the basis for the CEQA “project” that will be evaluated by this program EIR. This EIR will also analyze a range of reasonable alternatives to the proposed project that could feasibly attain most of the Plan’s basic project objectives and would avoid or substantially lessen any of the significant environmental impacts. Due to budgetary and scheduling constraints, this EIR is proposed to evaluate up to four alternatives, including the CEQA-required “No Project” alternative.

Agency and public comments on the scope of the environmental analysis and alternatives will be solicited through the Notice of Preparation (NOP) to be issued on June 11, 2012 for a 30-day review period and at four regional scoping meetings to be held starting on June 20, 2012 through June 28, 2012.

At your June 8 meeting, staff will review the attached presentation which lays out a proposed approach, methods and draft alternatives for your review and comment. We expect to modify the

alternatives in response to committee comments and comments submitted during the scoping process. Following the scoping process, staff will present final alternatives to the MTC Planning/ABAG

Administrative Committees for review on July 13, 2012 and the Commission and ABAG Executive Board for approval on July 17, 2012. The full schedule of milestones is provided in Table 1, attached to this memorandum.

  
Patricia Jones

  
Steve Heminger

SH:AN

**TABLE 1**

<i>Dates</i>	<i>EIR Milestones</i>
June 8	Present Draft Alternatives for review by Joint MTC Planning/ABAG Administrative Committees
June 11	Release Notice of Preparation for 30-Day Public Review Period (Comment Period: June 11, 2012 – July 11, 2012)
June	Hold Regional Scoping Meetings <ul style="list-style-type: none"> <li>• June 20 – Oakland</li> <li>• June 21 – San Jose</li> <li>• June 26 – San Francisco</li> <li>• June 27 – San Rafael</li> </ul>
July 13	Present Final Alternatives for review by Joint MTC Planning/ABAG Administrative Committees and recommendation to the Commission and ABAG Executive Board
July 19	Commission and ABAG Executive Board approve Final EIR Alternatives
July - December	Prepare Draft EIR
December 14	Release Draft EIR for 45-Day Public Review Period by Joint MTC Planning/ABAG Administrative Committees (Comment Period: December 14, 2012 – January 31, 2013)
January 2013	Hold Public Hearings on Draft Plan and Draft EIR
February – March 2013	Prepare Final EIR (includes Response to Comments)
April 2013	Commission and ABAG Executive Board Certify Final EIR and Adopt Final Plan



# **P1** BayArea **Plan**

## Scoping the EIR Alternatives

Joint MTC Planning/ABAG Administrative Committees

June 8, 2012

# **EIR** (Environmental Impact Report)

- **Purpose**
  - Identify the Plan's significant impacts on the environment
  - Evaluate a range of reasonable alternatives to the Plan
  - Determine how the Plan can avoid or mitigate significant impacts
- **Scope**
  - Presents region-wide assessment of the proposed Plan and alternatives
  - Provides CEQA streamlining opportunities for:
    - transportation projects and programs included in the financially constrained Plan
    - development projects as defined by SB 375

# Equity Analysis

- **Purpose**
  - **Assess the equity implications** of all alternatives included in the Plan Bay Area EIR
  - **Identify the benefits and burdens** of land use impacts and transportation investments for different socioeconomic groups
  
- **Timeline**
  - Analysis takes place in parallel with EIR
  - Equity Analysis Report slated for completion in early 2013



# Economic Impact Analysis

- **Purpose**
  - Assess economic impacts of Plan Bay Area's land use patterns and transportation investments on regional economy
- **Key Areas of Interest**
  - State of Good Repair
  - Pricing
  - Housing Policy
  - PDA Land Use & Development
  - Goods Movement
- **Timeline**
  - Analysis slated for completion in fall 2012
  - Results will inform future economic analysis efforts



# BayArea Plan

## EARLY INPUT ON EIR ALTERNATIVES

1

Unclear that market dynamics will support projected PDA growth – need to assess market feasibility

2

Refine role for public policies to shape market and consumer demands

3

Identify policies that can support local agencies and ensure feasibility

4

Study an Environment, Equity, and Jobs Scenario (transit service restoration & affordable housing in jobs-rich communities)

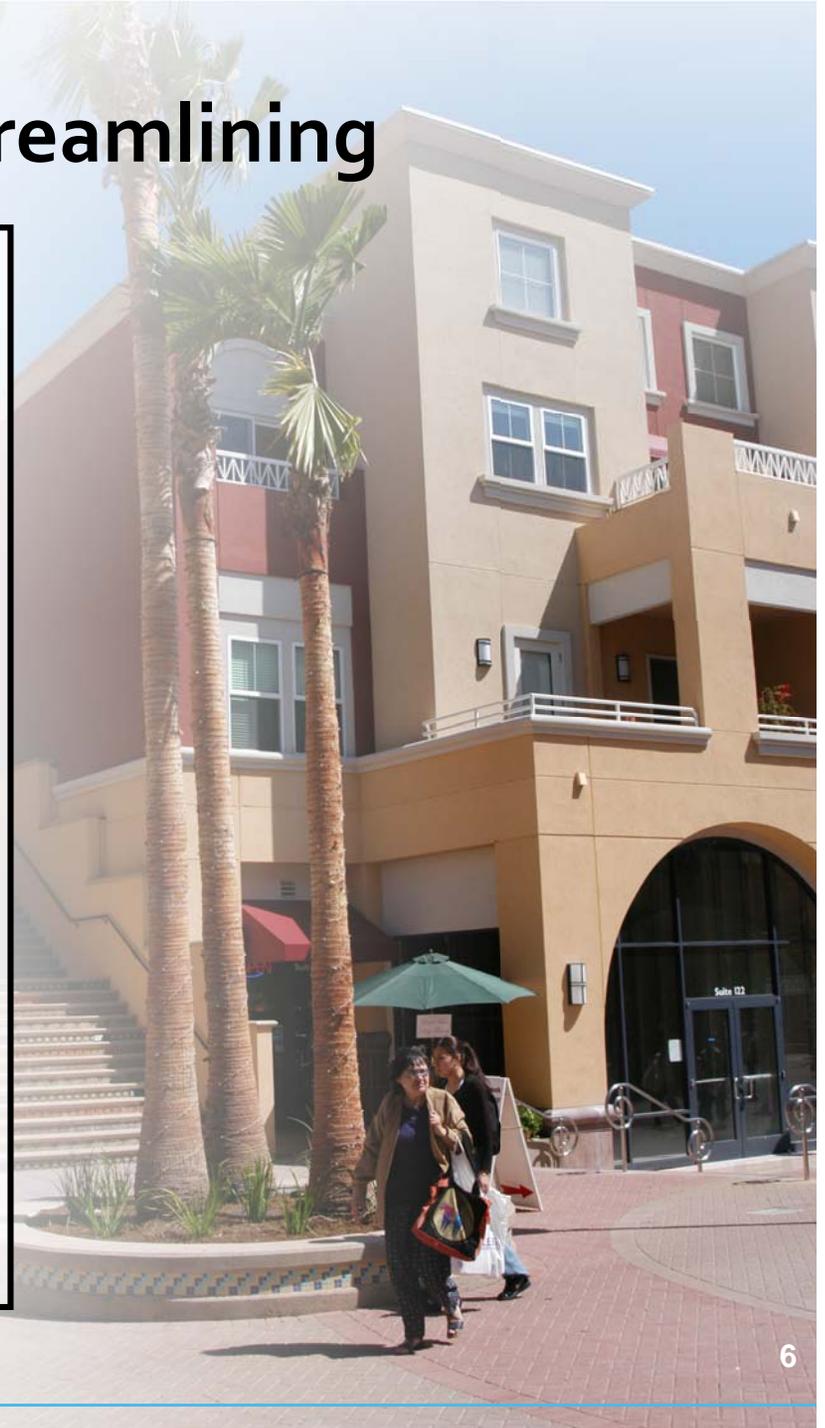
# SB 375 Allows for CEQA Streamlining

## Residential/Mixed Use Project

- At least 75% of building square footage is residential use

## Transit Priority Project (TPP)

- At least 50% residential use & minimum of 0.75 floor/area ratio
- Minimum density of 20 units/acre
- ***Within ½ mile of a major transit stop or high-frequency transit corridor (15 minute headways)***





# BayArea Plan



If the proposed residential or mixed use project is consistent with the land use designation, density, intensity, and policies of Plan Bay Area...



...and if the project is located in a TPP eligible area and meets all exemption criteria:

**Project is fully exempt from CEQA**



...and if the project is located in a TPP eligible area but doesn't meet all exemption criteria:

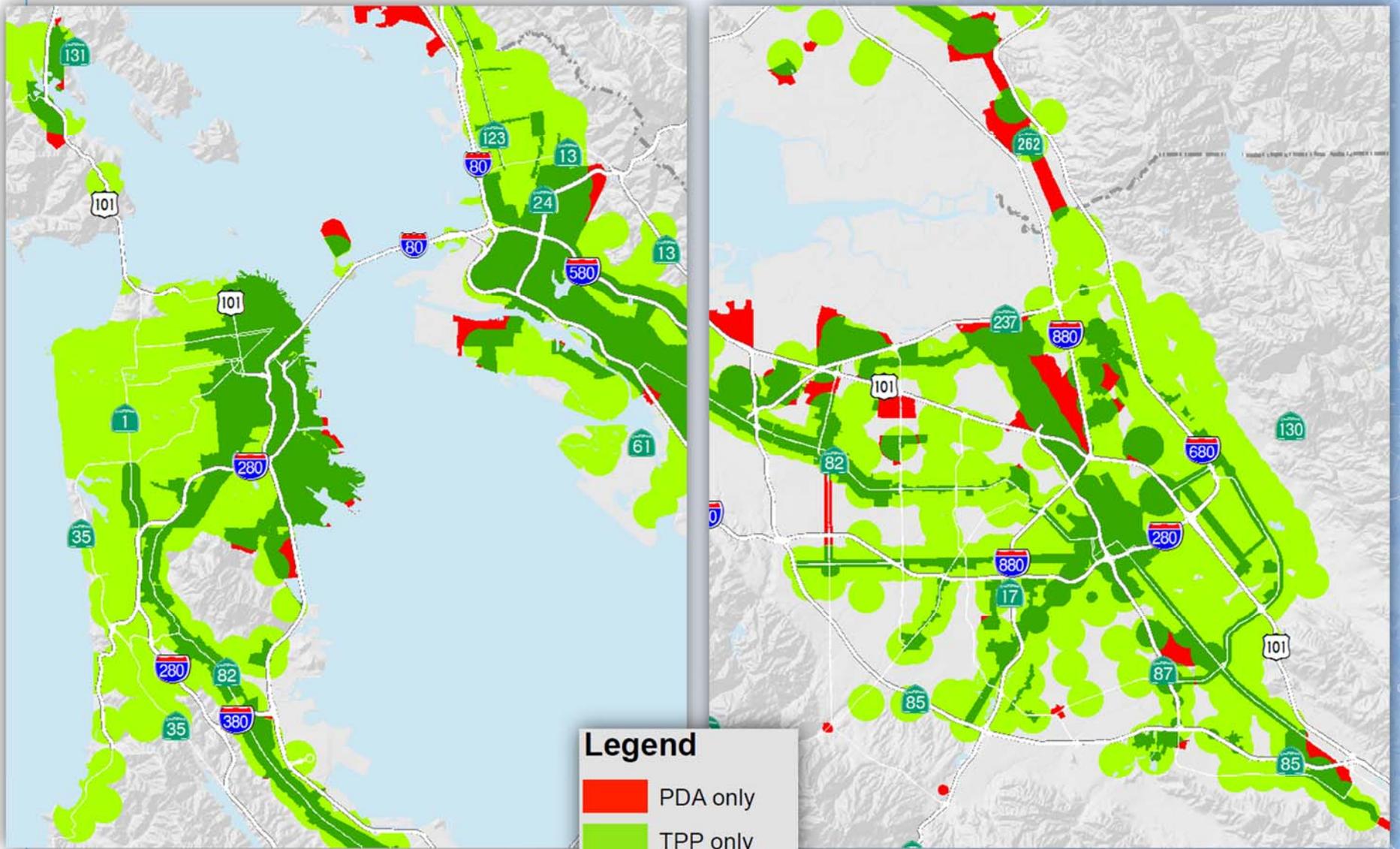
**Project qualifies for streamlined environmental review (SCEA)**



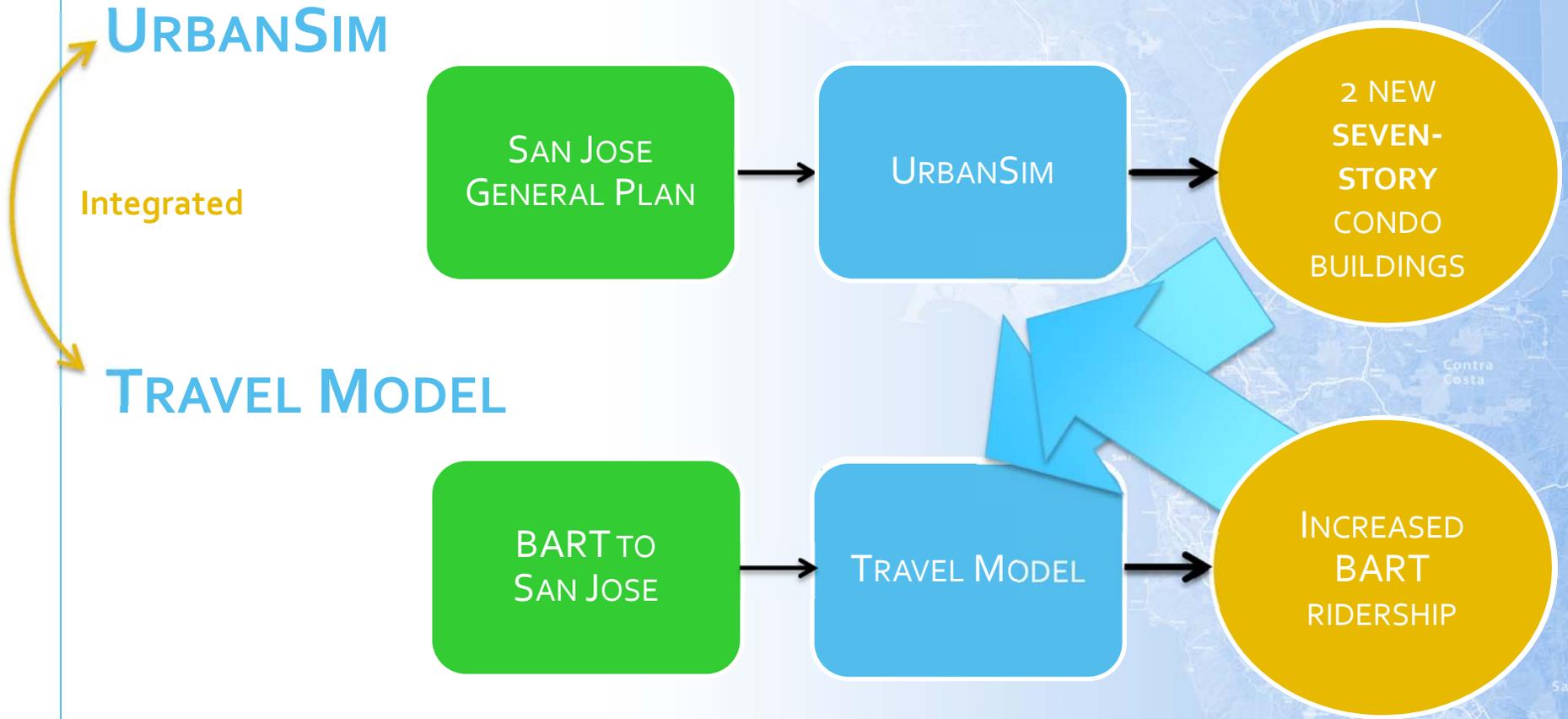
...and if the project is **not** located in a TPP eligible area:

**Project is only eligible for limited CEQA streamlining**

# Comparing TPP Eligible Areas and PDAs



# The Power of Analytical Tools



# UrbanSim: Policy Toolbox and Market Dynamics

*UrbanSim tests explicit land use policies that attract or constrain development.*



# Defining EIR Alternatives

## LAND USE

### Objectives

- Identify efficient land use pattern that maximizes existing and planned transportation investments
- Support housing choice and diversity
- Improve jobs-housing fit
- Preserve agricultural lands/open space

### Approach

- Locally adopted General Plans and zoning policies provide the base
- Assess preferred land use strategy (Jobs-Housing Connection)
- Assess various land use policies to consider future growth distribution

## TRANSPORTATION

### Objectives

- Identify financially constrained transportation investment strategy

### Approach

- Existing transportation network provides the base
- Assess preferred Transportation Investment Strategy, or modify it to reflect shifts in investment priorities
- Assess explicit transportation demand management policies

# Potential EIR Alternatives



# 1

## No Project

(CEQA required)

### LAND USE

- Base on 2010 existing land use conditions
- Continue existing General Plans and local zoning into the future
- Assume loose compliance with urban growth boundaries -> more greenfield development

### TRANSPORTATION

- Base on 2010 existing transportation network
- Only include projects that have either already received funding and have environmental clearance as of May 1, 2011



# 2

## Jobs-Housing Connection

(Preferred Scenario - CEQA "Project")

### LAND USE

- Direct 80% of future growth into Priority Development Areas
- Policy measures to be determined

### TRANSPORTATION

- Preferred Transportation Investment Strategy



# 3

## Network of Transit Neighborhoods

### LAND USE

- Start with No Project land use
- Assess land use mix and density by leveraging policies:

UPZONING

INCENTIVES

FEES

GROWTH  
BOUNDARIES

### TRANSPORTATION

- Preferred Transportation Investment Strategy



# 4

## Workforce Housing Opportunities

### LAND USE

- Start with Network of Transit Neighborhoods land use
- All Bay Area jobs filled by Bay Area workers (i.e. zero in-commuting)
- Further constrain development in outer Bay Area by leveraging policies:

FEES

GROWTH  
BOUNDARIES

### TRANSPORTATION

- Modified Preferred Transportation Investment Strategy #1:

Transit Comprehensive  
Operations Analyses  
(COA) Implementation

Only HOV lane  
conversions for  
Express Lanes

- Implement pricing policies:

VMT  
FEE

PARKING  
PRICING



# 5

## Environment, Equity, and Jobs

### LAND USE

- Start with No Project land use
- Provides more affordable housing in high job accessibility locations via the following policies:

**UPZONING**

**INCENTIVES**

**FEES**

### TRANSPORTATION

- Modified Preferred Transportation Investment Strategy #2:

2005 Transit  
Service Level  
Restoration

Only HOV lane  
conversions for  
Express Lanes

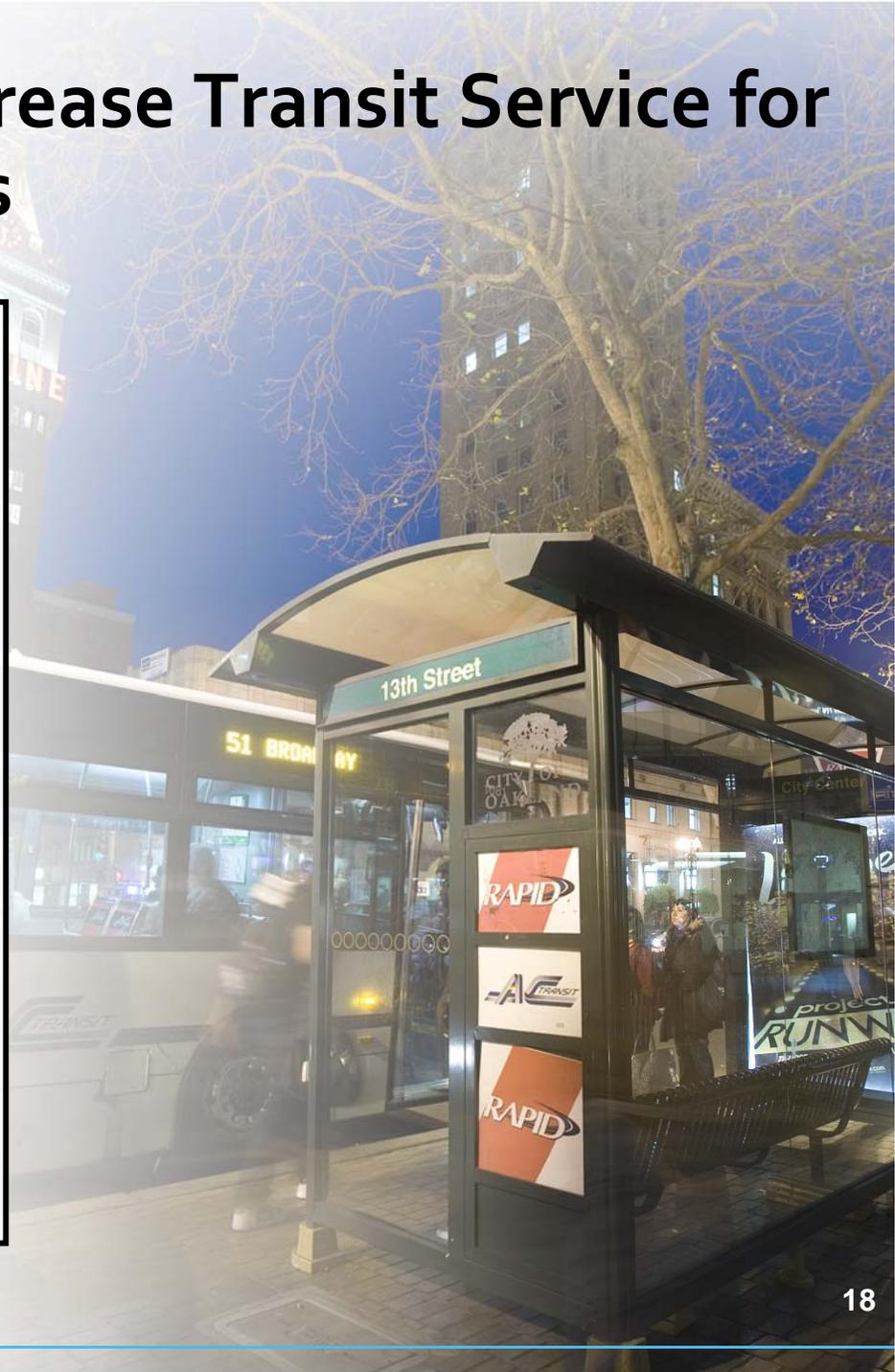


# Redirect Funding to Increase Transit Service for Certain EIR Alternatives

**Potential Shifts to Transit Operating**

Project/ Program	Investment Strategy	Possible Shifts
Transit Capital Replacement	\$8.3 billion	\$2.6 billion
OBAG	\$14.0 billion	\$2.0 billion
Regional Express Lanes Network	\$0.6 billion	\$0.3 billion
Freeway Performance Initiative	\$2.7 billion	\$1.0 billion
<b>TOTAL</b>	<b>\$25.6 billion</b>	<b>\$5.9 billion</b>

Shift funding towards EIR alternatives' investment priorities

# Key Scoping Questions

- Are we applying the appropriate policy levers to better encourage sustainable development?
- Are there missing land use policy or transportation strategies that should be included in the draft alternatives?
- Should we test an entirely different alternative? If yes, what are the land use policy or transportation strategies to be tested?



# EIR Schedule

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<b>December 14</b>	Release <b>Draft EIR and Draft Plan</b> for 45- and 55-Day Public Review Periods by Joint MTC Planning/ABAG Administrative Committees
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