

# CITY OF CALISTOGA

## STAFF REPORT

**TO: CHAIRMAN MANFREDI AND MEMBERS OF THE PLANNING COMMISSION**

**FROM: CHARLENE GALLINA, PLANNING & BUILDING DIRECTOR**

**DATE: JANUARY 12, 2011**

**SUBJECT: PRESENTATION – OVERVIEW OF THE SUSTAINABLE COMMUNITIES STRATEGY**

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1 **REQUEST:**

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3 The Association of Bay Area Governments (ABAG) has requested that Planning  
4 Directors in each jurisdiction provide their local elected officials with an overview of the  
5 planning process that is currently underway by the Association of Bay Area  
6 Governments (ABAG) to develop a Sustainable Communities Strategy (SCS) for the  
7 Bay Area, consistent with Senate Bill 375.

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9 **BACKGROUND:**

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11 Senate Bill 375 became law in 2008 and is considered landmark legislation for  
12 California relative to land use, transportation and environmental planning. It calls for  
13 the development of a Sustainable Communities Strategy (SCS) in all metropolitan  
14 regions in California. Within the Bay Area, the law gives joint responsibility for the  
15 SCS to the Metropolitan Transportation Commission (MTC) and the Association of  
16 Bay Area Governments (ABAG). These agencies will coordinate with the Bay Area  
17 Air Quality Management District (Air District) and the Bay Conservation and  
18 Development Commission (BCDC).

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20 The SCS integrates several existing planning processes and is required to accomplish  
21 the following objectives:

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23 1. Provide a new 25-year land use strategy for the Bay Area that is realistic and  
24 identifies areas to accommodate all of the region's population, including all  
25 income groups;  
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27 2. Forecast a land use pattern, which when integrated with the transportation  
28 system, reduces greenhouse gas emissions from automobiles and light trucks

29 and is measured against our regional target established by the California Air  
30 Resources Board (CARB).

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32 The SCS is a land use strategy required to be included as part of the Bay Area's 25-  
33 year Regional Transportation Plan (RTP). By federal law, the RTP must be internally  
34 consistent. Therefore, the over \$200 billion dollars of transportation investment  
35 typically included in the RTP must align with and support the SCS land-use pattern.  
36 SB 375 also requires that an updated eight-year regional housing need allocation  
37 (RHNA) prepared by ABAG is consistent with the SCS. The SCS, RTP and RHNA will  
38 be adopted simultaneously in early 2013.

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40 The SCS is not just about assigning housing need to places or achieving greenhouse  
41 gas targets. The primary goal is to build a Bay Area which continues to thrive and  
42 prosper under the changing circumstances of the twenty-first century. By directly  
43 confronting the challenges associated with population growth, climate change, a new  
44 economic reality and an increasing public-health imperative, the SCS should help us  
45 achieve a Bay Area which is both more livable and more economically competitive on  
46 the world stage. A successful SCS will:

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- 48 • Recognize and support compact walkable places where residents and workers  
49 have access to services and amenities to meet their day-to-day needs;
- 50 • Reduce long commutes and decrease reliance that increases energy  
51 independence and decreases the region's carbon consumption;
- 52 • Support complete communities which remain livable and affordable for all  
53 segments of the population, maintaining the Bay Area as an attractive place to  
54 reside, start or continue a business, and create jobs.
- 55 • Support a sustainable transportation system and reduce the need for expensive  
56 highway and transit expansions, freeing up resources for other more productive  
57 public investments;
- 58 • Provide increased accessibility and affordability to our most vulnerable  
59 populations; and
- 60 • Conserve water and decrease our dependence on imported food stocks and  
61 their high transport costs.

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63 In recognition of the importance of these other goals, ABAG and MTC will adopt  
64 performance targets and indicators that will help inform decisions about land use  
65 patterns and transportation investments. These targets and indicators will apply to the  
66 SCS and the RTP. The targets and indicators are being developed by the  
67 Performance Targets and Indicators Ad Hoc Committee of the Regional Advisory  
68 Working Group (RAWG), which includes local planning and transportation staff, non-  
69 profit organizations, and business and developers' organizations. The targets are  
70 scheduled for adoption early 2011 and the indicators will be adopted in spring 2011.

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72 As presented to the City, the SCS will be developed in partnership among regional  
73 agencies, local jurisdictions and Congestion Management Agencies (CMAs) through

74 an iterative process. The regional agencies recognize that input from local  
75 jurisdictions with land use authority is essential to create a feasible SCS. The SCS  
76 does not alter the authority of jurisdictions over local land use and development  
77 decisions.

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79 **DISCUSSION:**

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81 The Process – SCS Scenarios

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83 The final SCS will be the product of an iterative process that includes a sequence of  
84 growth and supportive transportation scenarios. Starting with an Initial Vision  
85 Scenario (to be released in February 2011), followed by more detailed SCS scenarios  
86 that refine the initial vision scenario (to be released in Spring and Fall 2011), and final  
87 draft (to be released in early 2012). For more information about the timeline please  
88 refer to Attachment 3 - SCS Schedule.

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90 Initial Vision Scenario: In February, ABAG and MTC will release an Initial Vision  
91 Scenario based in large part on input from local jurisdictions through the  
92 county/corridor engagement process and information collected by December 2010.  
93 The Vision Scenario will encompass an initial identification of places, policies and  
94 strategies for long-term, sustainable development in the Bay Area. Local  
95 governments will identify places of great potential for sustainable development,  
96 including PDAs, transit corridors, employment areas, as well as infill opportunities  
97 areas that lack transit services but offer opportunities for increased walkability and  
98 reduced driving.

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100 The Initial Vision Scenario will:

- 101 ■ Incorporate the 25-year regional housing need encompassed in the SCS;
- 102 ■ Provide a preliminary set of housing and employment growth numbers at regional,  
103 county, jurisdictional, and sub-jurisdictional levels;
- 104 ■ Be evaluated against the greenhouse gas reduction target as well as the additional  
105 performance targets adopted for the SCS.

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107 Detailed Scenarios: By the early spring of 2011 the conversation between local  
108 governments and regional agencies will turn to the feasibility of achieving the Initial  
109 Vision Scenario by working on the Detailed Scenarios. The Detailed Scenarios will be  
110 different than the initial Vision Scenario in that they will take into account constraints  
111 that might limit development potential, and will identify the infrastructure and  
112 resources that can be identified and/or secured to support the scenario. MTC and  
113 ABAG expects to release a first round of Detailed Scenarios by July 2011. Local  
114 jurisdictions will provide input, which will then be analyzed for the release of the  
115 Preferred Scenario by the end of 2011. The County/Corridor Working Groups as well  
116 as the RAWG will facilitate local input into the scenarios through 2011. The analysis  
117 of the Detailed Scenarios and Preferred Scenario takes into account the Performance  
118 Targets and Indicators.

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Other Concurrent and Coordinated Efforts

Regional Housing Needs Allocation: As described above, the eight-year RHNA must be consistent with the SCS. Planning for affordable housing in the Bay Area is one of the essential tasks of sustainable development. In the SCS, this task becomes integrated with the regional land use strategy, the development of complete communities and a sustainable transportation system. The process to update RHNA will begin in early 2011. The county/corridor engagement process will include discussions of RHNA, since both the SCS and RHNA require consideration of housing needs by income group. Cities will discuss their strategies for the distribution of housing needs at the county level and decide if they want to form a sub-regional RHNA group by March 2011. The distribution of housing needs will inform the Detailed SCS Scenarios. Regional agencies will take input from local jurisdictions for the adoption of the RHNA methodology by September 2011. The final housing numbers for the region will be issued by the State Department of Housing and Community Development (HCD) by September 2011. The Draft RHNA will be released by spring 2012. ABAG will adopt the Final RHNA by the end of summer 2012. Local governments will address the next round of RHNA in their next Housing Element update. It should be noted that the City of Calistoga will commence this work effort in 2013.

Regional Transportation Plan: The SCS brings an explicit link between the land use choices and the transportation investments. MTC and ABAG's commitment to the reduction of greenhouse gas emissions and provision of housing for all income levels translates into an alignment of the development of places committed to these goals and transportation, infrastructure and housing funding. The regional agencies will work closely with the CMAs, transportation agencies and local jurisdictions to define financially constrained transportation priorities in their response to a call for transportation projects in early 2011 and a detailed project assessment that will be completed by July/August 2011; the project assessment will be an essential part of the development of Detailed SCS Scenarios. The RTP will be analyzed through 2012 and released for review by the end of 2012. ABAG will approve the SCS by March 2013. MTC will adopt the final RTP and SCS by April 2013.

Environmental Review: Regional agencies will prepare one Environmental Impact Report (EIR) for both the SCS and the RTP. This EIR might assist local jurisdictions in streamlining the environmental review process for some of the projects that are consistent with the SCS. Local jurisdictions are currently providing input for the potential scope of the EIR. Regional agencies are investigating the scope and strategies for an EIR that could provide the most effective support for local governments.

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165 **NEXT STEPS:**

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167 Regional agencies expect to release an initial Vision Scenario in early February 2011,  
168 At this time, City staff will present a report to the Community Resources Commission,  
169 the Planning Commission and the City Council describing the overall approach,  
170 regional context, and local implications for the City of Calistoga. In addition, staff will  
171 solicit comments for the development of a formal response to the Initial Vision  
172 Scenario to be share with regional agencies. This feedback will serve as a basis for  
173 the development of Detailed SCS Scenarios through July 2011.

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175 **ATTACHMENTS:**

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1. OneBayArea SCS Powerpoint Summary

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2. OneBayArea Memo on Identifying Places and Policies for Sustainable  
Development

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3. SCS Schedule