

SCTA Sonoma
County
Transportation
Authority

Keeping Sonoma County Moving

Planning Advisory Committee

AGENDA

Thursday September 15, 2005

9:00am – 11:00 am

Sonoma County Transportation Authority

Directors

Paul Kelley, Chair
Sonoma County

Robert Jehn, V. Chair
Cloverdale

Steve Allen
Windsor

Bob Blanchard
Santa Rosa

Stanley Cohen
Sonoma

Patricia Gilardi
Cotati

Mike Healy
Petaluma

Linda Kelley
Sebastopol

Mike Kerns
Sonoma County

Jake Mackenzie
Rohnert Park

Lisa Schaffner
Healdsburg

Tim Smith
Sonoma County

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- I. Introductions and public comment on items not on agenda
 - II. Consent Items – DISCUSSION/ACTION
 - A. Approval of the Agenda
 - B. Approval of Minutes
 - III. Reports – INFORMATION/DISCUSSION
 - A. SCTA
 1. Rail~volution Conference – Sept 8-10
 2. Org Chart and new job descriptions*
 3. Transit Forum – September 28 – 4:30-6:30pm*
 4. Community Based Transportation Plan, Lifeline Transportation Program*
 - B. SMART
 - C. Members
 - IV. SCTA Countywide Smart Growth plan/TOD policy - Information/Discussion*
 - V. TLC program – review and next steps*
 - VI. Modeling Update - Information/Discussion*
 - VII. Adjourn – ACTION

* items attached

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The next **SCTA** meeting will be held **October 10, 2005**.
The next **PAC** meeting will be held **October 20, 2005**.

Planning Advisory Committee

MINUTES Thursday July 28, 2005

ATTENDEES

Jennifer Barrett	Sonoma County PRMD
Ron Bendorff	City of Rohnert Park
Nina Donofrio	SCTA
Wayne Goldberg	City of Santa Rosa
Elijah Henley	SCTA
Michael Ivory	Santa Rosa CityBus
Mike Moore	City of Petaluma
Janet Spilman	SCTA
Shelley Ticehurst	City of Healdsburg

I. Introductions and public comments on items not on agenda
There were no additional comments.

II. Reports – INFORMATION/DISCUSSION

A. Announcements, information sharing

B. SCTA update:

1. Measure M – Strategic Plan is available online at www.sctainfo.org

Ms. Spilman reported that this report is also available in hard copy for anyone who wants it.

2. SCTA

Ms. Spilman reported that Elijah Henley will be leaving the SCTA and that his position has been posted. She solicited any referrals for qualified candidates, and invited the group to review resumes for their feedback. Guy Preston will be joining the SCTA as Deputy Director of Projects and Programming. He will be involved in projects with Measure M, STIP and TIF Amendments. As soon as the opening left by Elijah Henley is filled, staff will be hiring for another transportation planner.

Wayne Goldberg of the City of Santa Rosa offered the support and assistance of the group in the interim during the recruiting process for Mr. Henley's replacement, particularly in those projects that Mr. Henley has been working on that deal with GIS modeling, etc. Ms. Spilman noted that this was scheduled to be addressed later in the agenda. It was the consensus of the group to consider this as the next agenda item.

VI. Travel Demand Modeling Program Update – attachment – does PAC want to form a subcommittee to handle ongoing modeling issues?

Mr. Henley reported that staff is currently updating the land use data for Santa Rosa from 2000 to 2005 and doing a full model calibration. He identified particular areas that need to be calibrated more accurately in the County model. Staff is using a software program that calibrates itself to host counts as data is entered. He noted that Highway 101 is particularly difficult due to the congestion. He explained that he had taken three different models and integrated them into one system, into an Access database, which is then also integrated into a GIS database with all the different model configurations. This database then allows land use data to be moved interchangeably between the different configurations, depending upon what type of land analysis needs to be done. This is now a relatively automated process.

Discussion ensued regarding how the modeling needs to be adjusted. Mr. Henley noted that over a period of time it would be possible to have a series of nested models. The time line for this project for Santa Rosa is the beginning of September.

Mr. Henley stated that by the beginning of September this project should be completed for the City of Santa Rosa - this involves loading all data, doing the recalibration, and then the City will run a series of scenarios based on their approved development. Mr. Henley anticipates having a fully recalibrated model system by the time he leaves the SCTA.

Discussion continued regarding the need to take into account vacancies. Mr. Henley noted that the software program should take into account vacancies.

Mr. Henley reported that he has been working extensively with consultants, and fielding requests for what different people need. He also noted that the program has evolved so quickly that no administrative or operational guidelines have yet been developed. He said that before he leaves the SCTA he will set up a draft of administrative guidelines. Ms. Spilman observed that this would be a good task for the subcommittee to handle.

Mr. Henley reported that through the Transportation Research Board he had made the acquaintance of a researcher, who is now an assistant professor at Waterloo University in Ontario, Canada, who has developed a transit modeling process. This assistant professor is looking for a "real world" application for this program. Staff has been working on submitting a joint grant application, in conjunction with the University of Waterloo, to IDEA, for a \$100,000 grant. Theoretically, this application would allow for greater sensitivity to headway changes, adding new routes, modifications in fare structures, etc. There is no deadline for the grant.

Mr. Henley next reported that staff is in the process of conducting an origin and destination study to determine drivers' travel/trip purpose and the types of trips being made throughout the North Bay counties. Discussion followed regarding methods of getting this data. This will be a type of roadside postcard handout. Staff is in the process of obtaining permits. A preliminary report should be out by next spring.

V. Local SMART Growth Policy – next steps for public outreach and integration with TPLUS citizens committee – does PAC want to form an ad hoc subcommittee to study this issue?

Ms. Spilman reported that the SCTA has been charged by MTC to come up with a SMART growth plan. She asked for suggestions/ideas on what to call this group. A citizens advisory group has been working on this issue and have developed a policy framework. She recommended that prior to developing a countywide policy, the PAC needs to know what each jurisdiction has in mind for SMART growth, or TOD. Following this, a smaller group, or subcommittee, can develop a policy and present it to the PAC. She invited volunteers to work with her in a committee.

Wayne Goldberg of the City of Santa Rosa noted that a good starting point should be collecting all current policies on TOD that have been adopted and then reviewing them.

Ms. Spilman responded that, in about February, staff brought together all related topics they could from General Plans from all jurisdictions, and tried to incorporate all of these.

Mr. Goldberg reported that a SMART Growth meeting is scheduled in Windsor for July 29, at 7:30 a.m.

Ms. Spilman invited anyone who wants to volunteer for this subcommittee to email her.

Mr. Goldberg noted that land use decisions and policies are driven by more than just transportation. He observed that different rail stations in different jurisdictions have very different ideas of land use.

Jennifer Barrett of the Sonoma County PRMD commented on the issue of congestion and widening roadways. Models show increased congestion. She acknowledged that many roads will not be widened. Mr. Henley acknowledged that the demand for road space would never be met. He observed that what needs to be considered is a combination between what types of changes in land use patterns can be considered and analyzed, and then have a more robust transit model component onto which alternate land use configurations can be grafted, and then a more comprehensive transit network.

Ms. Barrett noted that all jurisdictions have increased their densities wherever it is possible. She said that she did not feel that land use is the problem, but that what is lacking is physically how to get the public into a different mode. She cited examples of communities, such as Sebastopol and Sonoma, that do not participate in these discussions because they do not see the benefit. She identified significant gaps in distance from business parks to where people live. She stated that the current transit system is not designed to accommodate where people really need to go. She felt that this should be the focus of the study.

Mr. Henley noted that staff needs to look at other ways the train can be useful to the County and the interface of the train with a bigger, more comprehensive transportation system.

Ms. Barrett noted that job centers are not in close proximity to the rail stations. She cited the example of Petaluma, with large business parks that are not in the vicinity of transportation/rail stations. She observed that rural areas would continue to be developed. She identified greater protection of open space and community separators as another element that needs to be part of SMART growth policy. She cited the example of Native Americans developing sites for casinos. This will result in the spread of the development beyond the casino site. She stated that the Native American nation has to be recognized as small, independent urban centers, and that they are looking at different sites in Sonoma County.

Mike Moore of the City of Petaluma suggested coming up with a document for communities to renew their General Plan. Mr. Henley concurred.

Mr. Goldberg inquired as to who have been involved in the Citizen's Advisory Committee (TPLUS) that is working on this. Mr. Henley and Ms. Spilman responded that these have included private consultants, some City staff, some elected officials, and some Planning Commissioners.

Mr. Goldberg suggested assembling a subcommittee to establish a plan and time frames, and then to present this to the group.

In response to Ms. Barrett's inquiry as to a deadline for this process, Ms. Spilman stated that staff has been aiming for the end of the year, partly because there will be grant funds available in January. Ms. Spilman noted that this does not need to be finalized by January, but a draft, or framework, would be acceptable.

Ms. Barrett observed that each General Plan looks at inner-city travel and impact, but it is only the County model that shows the clear picture of transit conditions at different areas. Discussion followed regarding Measure M standards and what can be done, and how to explain what it is the group is trying to accomplish. Ms. Barrett noted that much of the impact is between cities, and cannot be mitigated. She said that Measure M requires 50% to even partially (halfway) meet the

congestion scenario. She said that funding needs to be acquired to address regional impacts – not just local General Plans. She suggested that the issue of financing be addressed in this SMART subcommittee. Discussion followed regarding funding and development fees. Ms. Barrett suggested that this would be a time to do a regional fee study. Mr. Goldberg noted that new development cannot be charged for funds that are needed; only for its fair share. He suggested that this can also be addressed by the subcommittee.

Mr. Goldberg stated that the group's role should have a broader view of land use than just transportation, and that people are also concerned with schools and housing. He cited the example of two-worker households where both parties commute and do not live where they work.

Michael Ivory of Santa Rosa CityBus expressed his agreement that all these issues have priorities. He observed that transit is relegated to a low position in these priorities, and should be re-evaluated and moved up on that list.

Ms. Spilman stated that she would be contacting members of the group to schedule the first meeting of this subcommittee.

IV. Station Area Planning Program (MTC) – INFORMATION

A. Ms. Spilman reviewed the remaining agenda items, noting that the City of Santa Rosa had received a \$450,000 grant from MTC to do planning in the ½ mile radius around the Railroad Square Station site.

B. Ms. Spilman reported that Steve Orlick, who teaches Planning at Sonoma State University, is planning on having a group of students assist in the station area planning. MTC is prepared to offer a \$100,000 grant to assist in corridor planning. Mr. Goldberg suggested that if this is granted, some of these students could help staff the Travel Demand Modeling Program Update subcommittee.

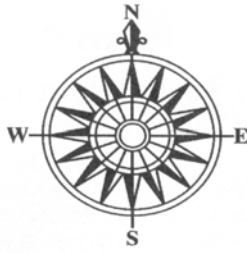
Discussion ensued regarding particular characteristics of different stations – Mr. Goldberg noted that the Windsor station would be a station where passengers would park and ride the train, the downtown Santa Rosa station would be used more by local residents who are within walking distance of the station, the Jennings station would be a station where passengers would park and ride, and Railroad Square, with its limited parking, would draw passengers who are within walking distance to work or their home. Ms. Barrett likewise observed that the station sites that are within walking distance of the job sites do not need extensive parking; conversely, suburban station sites would need ample parking for passengers to park and ride. Mr. Henley noted that each station area has unique features that contribute to the overall character of the SMART corridor.

Mr. Goldberg noted that staff has 14 months from the time of the “green light” to complete the study. Mr. Henley observed that this would give staff two months to prepare for when funds become available.

There being no further business, the meeting was adjourned at 11:00 a.m.

Respectfully submitted,

Nina Donofrio
Administrative Assistant



Staff Report

To: Planning Advisory Committee

From: Janet Spilman, Deputy Director, Planning and Public Outreach

Re: Item III A. 4 - Community Based Transportation Plan and Lifeline Transportation program

Date: September 15, 2005

Issue:

Will the SCTA act as lead agency for the Community Based Transportation Planning program in Sonoma County and take on responsibilities related to programming Lifeline Transportation funds?

Background:

Launched in 2002 by MTC, the Community Based Transportation Planning (CBTP) program evolved out of two reports completed in 2001 — the *Lifeline Transportation Network Report* and the *Environmental Justice Report*.

The Lifeline Report identified travel needs in low-income Bay Area communities and recommended community-based transportation planning as a way for communities to set priorities and evaluate options for filling transportation gaps. Likewise, the Environmental Justice Report identified the need for MTC to support local planning efforts in low-income communities throughout the region.

Community Based Transportation Plan and Lifeline Transportation:

The CBTP program is designed to study the transportation challenges of residents of low-income and minority communities. The process requires a significant public outreach with the participation of residents, groups and agencies that serve these communities, including transportation agencies, such as transit operators, SCTA and MTC. This is intended to result in locally identified transportation needs and solutions. Ideally, solutions will be funded through the Lifeline Transportation Program

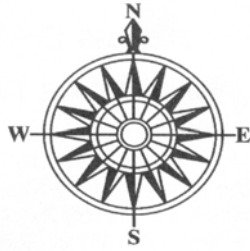
MTC has set aside \$60,000 in State Transit Assistance funds toward a consultant to study Santa Rosa, west of Highway 101 through the CBTP process. If the SCTA agrees, it will serve as lead agency for this project, and as such will serve as grantee and fiscal agent of Lifeline Transportation funds, and will assume overall responsibility for project oversight.

Funding shortfall

While the SCTA is committed to a high level of planning and routinely programs a variety of funding sources, it is unlikely that the MTC guideline of \$5,000 for administrative oversight of the CBTP will cover the considerable staff resources required. Furthermore, administration of the Lifeline Transportation funding program is likely to require considerable staff resources that are not adequately compensated.

Next steps

Create a scope of work for the CBTP process.



Staff Report

To: Planning Advisory Committee
From: Janet Spilman, Deputy Director, Planning and Public Outreach
Re: Item IV: SCTA Countywide Smart Growth plan/TOD policy – review of policies
Date: September 15, 2005

Most jurisdictions in Sonoma County have adopted elements of Smart Growth or TOD policies as part of their general planning process. It is important to have an accurate picture of these policies as the SCTA moves toward a countywide policy document. To follow is a summation (from General Plan documents).

A policy document, with principles and goals, is needed by the end of 2005, to aid in the list of projects eligible for the TLC programs administered locally. A larger, “Best Practices TOD Manual” should follow within the next 6 months.

Requested Action

Review the policies. Is this information current and representative of your smart growth policy? What other documentation should we include? What are the integral components of a countywide TOD policy?

Item V. A.

Summary of TOD/Smart Growth policies in Sonoma County

Cotati General Plan Update (adopted 1998)

Objective 11.1: Promote smooth vehicle and pedestrian traffic flow in the HUB area that minimizes congestion.

11.1.1: The city shall implement the La Plaza Specific Plan, thus establishing a standard for evaluating all potential projects in the HUB area and encouraging mixed uses.

11.1.2: Provide sufficient funds for anticipated traffic improvements through various strategies including the possible establishment of an Assessment District to fund improvements to city streets, sidewalks and traffic control devices.

Objective 11.4: Establish a functional and aesthetically pleasing environment to promote higher residential densities in the HUB and adjacent streets.

11.4.2: Complete the bicycle paths in the downtown HUB area and provide bicycle racks adjacent to stores therein.

11.5.1: Promote a variety of uses downtown which are non-duplicative in nature and avoid over saturation of market segments.

13.1.2: Encourage infill housing through the Growth Management Program by giving priority to infill that emphasizes the use of higher residential densities.

13.1.3: All future development of residential lands shall be contiguous to urban development and clustered development shall be given preference to preserve a sense of openness.

Cloverdale General Plan Update (soon)

Healdsburg General Plan (revised 2004, adopted 1987)

Land Use

Goal A: To provide for orderly development within well-defined urban boundaries through the adoption of an Urban Service Area/Urban Growth Boundary.

Policies:

1. No new development other than public parks, public schools, public facilities, and open space used as defined in state law (including agricultural uses) shall be permitted outside the Urban Service Area/Urban Growth Boundary. P.21

Goal E: To provide for convenient transit facilities in the community and appropriate and complementary land uses adjacent to designated transit facility sites.

Policies:

1. Ensure that sufficient land is designated in the General Plan for transit facilities, including park-and-ride lots, bus stations and rail transit facilities.
2. Land uses adjacent to designated transit facilities should be such to derive maximum benefit from transit facilities, and may include retail, office, employment and higher density residential uses.
3. The historic railroad depot is the designated center for Healdsburg. The designation of this facility shall not be deemed to preclude the development of other uses under the General Plan. Other potential transit facility sites in the community may be considered provided they are minor facilities or support the railroad depot facility use and are based on the results of further planning, circulation and environmental analyses.

Housing

Goal B: To diversify and expand a wide range of housing opportunities for all economic segments of the community, while maintaining a mix of single- and multifamily housing and other housing types in Healdsburg.

Policies:

B.2 Maintain an Inclusionary Housing Program that establishes minimum affordability requirements and in-lieu fees to promote the inclusion of affordable housing (i.e., affordable to very low-, Low-, And moderate-income households) in a dispersed manner throughout the community.

Implementation Programs:

B1. Modify Inclusionary Zoning Ordinance. Modify the Inclusionary Zoning Ordinance to change the inclusionary requirement citywide to require 10 percent of the dwelling units to be for very low and low income households and 5 percent moderate households for new subdivisions with 10 or more lots.

Goal E: To maintain a healthy jobs/housing balance.

Policies:

E.1 Facilitate the provision of jobs in Healdsburg for people who live in Healdsburg.

E.2 Facilitate the provision of housing opportunities in Healdsburg for people who live or work in Healdsburg, particularly when market rate housing does not provide for the housing needs of lower and moderate-income households.

Implementation Programs:

E.1 Housing Priority. Give priority in City or Redevelopment Agency assisted housing programs in the following order to:

- a. Those living or working in the City of Healdsburg;
 - b. Those living or working in Sonoma County;
- (E-1;E-2) [Planning Directory/City Attorney reviews programs for compliance] (ongoing)

E.2 Allow Workforce Housing in Industrial Zones. Amend the General Plan and Zoning Ordinance to allow multifamily housing (live/work, workforce housing and single room occupancies) as part of a new mixed use development on industrially zoned properties if building(s) are designed for this purpose with approval of a major use permit.

Goal F: Encourage energy conservation measures in new and existing housing.

Policies:

F.3 Encourage infill development to maximize the use of existing infrastructure.

F.6 Encourage the provision of pedestrian, bicycle and transit features in new development.

F.7 Ensure that sites designated of higher-density housing are located near transit stops, commercial services, and schools when feasible.

Implementation Programs:

F.5 Promote Bicycle, Pedestrian and Transit Feature> Review the City’s development standards to determine if additional requirements or incentives should be provided to promote the inclusion of bicycle, pedetration and transit features in new development projects.

Transportation

Goal E: To maintain coordinated transportation system, including efficient bus service and rail transit that provides an effective alternative to private automobile use.

Policies:

2. The City shall work closely with Sonoma County Transit and any other transit service providers to develop and maintain public transportation facilities in the community, including park-and-ride lots and rail transit stations that are well planned and convenient to use.

p. 75 Transportation

p. 102 Urban Design Measures

A. Architectural Controls

- 2. Preserve historic and architecturally significant buildings and/or façade.

- Encourage new designs that reflect and respect historic forms and functions.
3. Upgrade deteriorated and/or substandard buildings and sites. Encourage upgrading of deteriorated and/or substandard buildings, through: painting, façade lists, structural enhancement, improved on-site landscaping and parking, and building remodeling.

Petaluma General Plan 2025: Land Use and Mobility Alternatives
(February 2004)

Smart Growth policies

(Smart growth related items selected from the “Community Vision”):

- Increasing public access and use of trails as alternative transportation routes; providing a range of transportation alternatives;
- Enhancing downtown; providing a greater diversity of retail establishments;
- Integrating the eastern and western sides of town

(p. 1)

“Ensuring diversity and balance of economic activities is essential to economic health and fiscal sustainability... Providing a reasonable jobs/housing balance to limit the amount of in- and out-commuting; providing housing for all income levels...”(p. 2)

“In order for Petaluma to develop into a multi-modal city, it may be necessary to move away from traditional Level of Service (LOS) measurements, which focus on vehicle delay and intersection capacity during a designated peak period, toward a new standard of LOS that takes into account alternative modes, overall accessibility, and convenience.”

(p. 3)

Mixed Use Options

Downtown Mixed Use 2.0-4.0 FAR. Downtown Mixed Use seeks to foster a mix of commercial, office and/or residential uses in the Downtown area. Development is oriented toward the pedestrian, with parking provided, to the extent possible, in larger common area garages.

Mixed Use. 1.5-2.5 FAR. Mixed Use permits a variety of commercial, office and/or residential such as commercial use on the ground floor and residential on the upper floors, or commercial at the front portions of deep parcels and residential uses in the rear.

(p. 12)

Alternatives

Alternative A...focuses on intensification along the arterial corridors leading to Downtown and Central Petaluma. This includes infilling or re-using vacant and underutilized parcels, the latter if they already contain a useful or historic building. Petaluma Boulevard North, Washington Street, Lakeville Highway, and Petaluma Boulevard South will provide residents with a vibrant, flexible mix of retail, services, and employment uses, as well as mixed-use density residential development. These corridors

will serve as centers of urban activity; as gaps in the fabric are filled in and streetscape improvements instituted, they will become attractive boulevards for pedestrian, transit, and autos, reflecting Petaluma's distinctive character on its most heavily traveled roads.

Transportation

Sonoma Marin Area Rail Transit (SMART) stations are located at the existing historic depot and at Corona Road. Both sites are intended to encourage transit-oriented development in neighboring areas." (p. 17)

Possible UGB Expansion

"Three potential UGB expansion areas are illustrated to provide potential sites for development upon expiration of the UGB in 2018. A new transit-oriented residential neighborhood is seen as a potential north of the UGB along Corona Road..."

Alternative B...focuses on provision of new housing opportunities connected to the Petaluma River corridor.

Transportation

Improvements...emphasize cross-town connections.

"The rail system proposed by SMART includes stops at the historic depot and at a neighborhood center... transit-oriented development is expected surrounding station areas. Key transfer stations...are suggested...with a possible park-and-ride for carpools or vanpools..."(p. 18)

Possible UGB Expansion

Mixed-density residential neighborhoods are a potential in the possible UGB expansion area adjacent to existing residential neighborhoods... These new neighborhoods have the potential to provide vibrant mixed-density districts after expiration of the UGB in 2018. The proposed SMART rail station at Corona Road will enable development of a mixed-density, transit-oriented neighborhood in the potential expansion area. (p. 18)

Alternative C...focuses on locating and intensifying of neighborhood centers dispersed through the City in an effort to meet the basic needs of neighborhoods.

Medium and High Density Residential will be clustered near Neighborhood Commercial centers to foster vitality and promote walking.

Transportation

"...Improvements generally included roadway widening and installation of bicycle lanes to improve accessibility at important cross-town connectors. [...] No additional Highway 101 interchanges are proposed. Streets in the neighborhood centers will be reconfigured to emphasize pedestrian orientation.

As in the previous Alternative, SMART stations will be located at the historic depot in Central Petaluma...helping strengthen house areas as a vibrant, mixed use, transit-oriented areas.

Low Density Residential neighborhoods and related City Parks are projected for analysis purposes in three potential UGB expansion areas...

(p. 19)

Rohnert Park 2020: General Plan (Adopted in 2000)

Land Use Framework Guiding Principles

- Compact urban form
- Close physical integration of the city and Sonoma State University
- Increased connectivity between and within neighborhoods
- Designation of mixed use and pedestrian oriented activity centers
- Variety of housing and mix of housing types in all neighborhoods
- Protection of and provision of a network of trails and parks
- Land use patterns to maximize accessibility to parks and commercial centers

Mixed use- accommodates a variety of compatible businesses, stores, institutions, service organizations, and residences in a pedestrian-oriented setting. [p 2-22]

Land use goals and policies:

Mixed Use – commercial, office, and industrial development

LU-C Promote a balanced land use program and increase the ability of people to live and work in the City.

LU-K Promote a diverse range of jobs within the City [p 2-28]

LU-7 Encourage new neighborhood commercial facilities and supermarkets to be located to maximize accessibility to all residential areas.
Intent: Access to these on foot or bicycle

Growth Management

GM-B Undertake efforts to facilitate provision of housing affordable to low- and very-low income households by exempting affordable housing from any numerical “trigger cap” restrictions. [p 2-42]

Community Design Element

CD-H Promote a mix of uses and a variety of housing types and sizes within residential neighborhoods. [p 3-19]

CD-17 Allow townhomes and multifamily dwellings to be integrated with single family residences [p 3-20]

CD-19 Standards to foster pedestrian orientation of new development in mixed-use and Neighborhood Commercial areas. [p 3-20]

CD-21 As a potential strategy it is recommended to minimize visual dominance of garages “allowing implementation of an alley system in new development, with garages accessed from the rear.” [p 3-22]

Streets and street networks

CD-24 Where cul de sacs are used, integrate pedestrian and bicycle connections through the end to the adjacent area. [p 3-26]

Parking

CD-29 “consider implementing the following”...

Reduced off-street parking requirements for High Density Residential Uses;

Reduced parking requirements for senior housing

Allowing on street parking to count towards parking requirements for development in mixed use areas. [p 3-26]

Transportation Element

“This general plan makes a commitment to improved pedestrian and bicycle circulation, in order to provide alternatives to auto use”.

TR-33 “Encourage SCTA to continue in their efforts to develop commuter rail service...” “Work with SCTA to resolve issues regarding commuter rail design and operation in Rohnert Park, including:

- Location of rail stations
- Design of roadway crossings...

[p 4-30]

TR-34 Undertake a comprehensive study to evaluate and implement a multi-hub transit corridor along Rohnert Park expressway with the following characteristics:

- Rail transit station...
- A bus transfer station...
- Frequent shuttles between rail/bus station(s)...

Housing Element

Policy 10

“Achieving and maintaining a rough balance between jobs and housing is a city priority.”

[p 9-111]

Santa Rosa 2020: General Plan (adopted in 2002)

LUL-A Foster a compact rather than a scattered development pattern. P 2-21

LUL-A-2 Allow residential development of up to 30 units per acres, including all density bonuses, in any land use category within one-quarter mile of potential rail transit stops along the Northwest Pacific Railroad[.] p2-21

LUL-C-6 Permit residential uses in all land use categories within downtown. P 2-23

LUL-D-1 Require that the first floor of downtown buildings house activity generating uses such as retailing, entertainment and dining establishments, theaters and galleries.

Upper floors of downtown buildings may also contain such uses.

The intent is to foster a compact walkable core with continuous street-level retail activity at the heart of downtown. P 2-23,24

LUL-E Residential

Promote livable neighborhoods. Ensure that everyday shopping, park and recreation facilities, and schools are within easy walking distance of most residents. P 2-24

LUL-E-6 Allow residential or mixed use development in the Retail and Business Services or Office designations. P 2-26

LUL-F-4 Allow development on sites with a Medium Density Residential designation to have a maximum density of 24 units per gross acre (and up to 30 units per acre provided at least 20 percent of the housing units are affordable, as designated in the Housing Element), provided all of the following conditions are met:

- At least half of the site is within ¼ mile of a potential rail transit station, transit mall or transfer station, transit mall or transfer station, or Community Shopping Center;
- Direct pedestrian access, to the extent feasible, from the development to the transit facility or Community Shopping Center is provided;
- Development is not fenced or walled-off from the surroundings; and
- High level of pedestrian and bicycle orientation, evidenced through design review, is provided. P 2-27

Mixed Use Sites and Centers

LUL-G Promote mixed use sites and centers
P 2-27

LUL-G-8 Prepare and implement mixed-use zoning district(s) that provide development standards for mixed use sites and centers. District regulations should address:

- Minimum density and intensity requirements;
- Allowable uses;
- Building heights;
- Shared parking standards; and
- Prohibition of new auto-oriented and drive-through establishments. P 2-27

Urban Design

UD-B-2 Encourage, promote, and assist in the development of housing units within downtown for a mix of income levels and housing types, including integrating housing into existing buildings as mixed use.

P 3-6

UD-G-2 Locate higher density uses adjacent to transit facilities, shopping, and employment centers, and link these areas with bicycle and pedestrian paths.

P 3-15

Town of Windsor General Plan (Amended 1999, adopted in 1995)

Chapter 4: Community Development

B. Community Development Pattern

Provide for orderly development within the Windsor Planning Area that creates an urban development pattern within the Town and a rural, underdeveloped pattern in the Planning Area's periphery.

B.1 Establish an Urban Growth Boundary with sufficient land to accommodate the Town's growth for the next 20 years.

B.3.2 The Town shall identify development priority areas considering the following factors:

c. Will the development of the area promote 'infill' development within the existing town limits?

e. Would the development encourage neighborhood centers which may include complementary retail services, public facilities, and uses/amenities that enliven the streets?

B.6.1 The Town should encourage intensity uses where they would:

c. take maximum advantage of existing and future public transit stops, specifically bus and rail service

B.6.2 A diverse range of parcel sizes should be available to afford existing and future Windsor residents a choice of lifestyles. New residential development should emphasize smaller single family parcels (generally less than 7,000 square feet) to support walkable neighborhoods, create more efficient and cost effective infrastructure, maximize the use underutilized parcels within the Town, and minimize the loss of open space.

D. Transportation

Provide an efficient circulation system to accommodate the movement of people and goods including rail, vehicular, pedestrian, and cyclist movement.

D.3 Provide opportunities for Windsor residents, visitors and employees to circulate about town without total reliance on the automobile.

D.3.2 The Town should encourage higher density mixed land uses within walking distances of existing and future transit stops.

D.3.5 The Town should protect the Northwestern Pacific Railroad right-of-way for future rail commuter service. The Town should similarly identify and protect desired future commuter rail station from land uses that may later preclude development of a rail station.

Sonoma County General Plan 2020 –
Draft Circulation and Transit Element (July, 2004)

2.3 STRATEGY FOR THE PLANNED CIRCULATION AND TRANSIT SYSTEM

The above factors suggest that the long range solution to congestion problems in Sonoma County will rely to a much greater degree than today upon a functional and effective transit system. A continuing commitment to road and highway expansion is also important to provide critical linkages between urban areas and routes for transportation of goods and services. More critical is the need to integrate the transportation system with the Cities and the State Highway system. Therefore, the strategy includes the following key provisions:

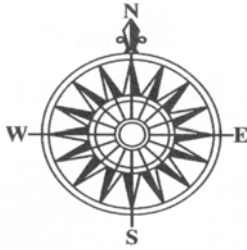
- (1) Reliance upon the US 101 and SMART corridors as the primary north/south routes connecting the cities and other counties to the South.
- (2) Development of commuter rail service and supporting city and county multi-modal transit service that feeds the rail line and designation and construction of rail stations in each urban area along the corridor to fully utilize eventual rail service.
- (3) Coordinated City and County land use policies that support transit oriented development.
- (4) Arterial roads that connect urban areas and provide east/west routes accessing the Highway 101/SMART corridor.
- (5) Implementation of traffic calming measures in urban unincorporated communities.
- (6) Programs that reduce future dependence upon auto travel.
- (7) Growth management strategies to maintain jobs/housing balance tied to affordable housing.

Coordination on transportation issues is already provided to some extent by the SCTA. However, a larger role would include proactive involvement in the implementation of the above circulation and transit system strategy and in resolving the critical City/County funding issues such as development of “fair share” contributions and mitigation fees. Recognition on the part of the County, all of the Cities, and the SCTA of the importance of following the above strategy on a long term basis is critical to more successfully addressing these transportation problems by mid-century.

This strategy is also supportive of county and city land use policies for city-centered growth and the approval of urban growth boundary measures in eight of the nine cities. As such, it is similar to recently popularized principles of “smart growth” or “new urbanism”. Smart growth principles provide for new development within compact urban areas rather than the typical model of suburban sprawl. Growth is accommodated largely

by infill that provides cost effective public services, supports transit use over automobile travel, and increases the chances that affordable housing can be provided.

- Goal CT-1:** **Provide a well-integrated and sustainable circulation and transit system that supports “smart growth” principles and the city and community-centered growth philosophy through a collaborative effort of all the Cities and the County.**
- Objective CT-1.1:** Focus circulation and transit policies and improvement programs on developing the US 101 and SMART Rail corridors as the primary north-south routes through Sonoma County.
- Objective CT-1.2:** Supplement this north-south corridor with improvements designed to provide east/west access to the corridor.
- Objective CT-1.3:** Pay for the development of the circulation and transit system through a combination of funding sources, including federal and state programs, local bonds and taxes, development fees, and “fair share” formulae for cooperative funding of improvements by the County and Cities.
- Objective CT-1.4:** Where alternate modes of travel are available, reduce the need for future automobile use by a combination of improvements and incentives that favor alternate modes over automobile use.
- Objective CT-1.5:** Require that circulation and transit system improvements be done in a manner that, to the extent practical, is consistent with community and rural character, minimizes disturbance of the natural environment, reduces air and noise pollution and helps reduce greenhouse gas emissions.
- Objective CT-1.6:** Reduce travel demand by striving to provide a jobs/housing balance of approximately 1.5 jobs per household, concentrating a mix of jobs and housing along the rail corridor and other transit centers.
- Objective CT-1.7:** Develop a growth management strategy that emphasizes a jobs/housing balance tied to housing affordability in providing development allocations.



Staff Report

To: Planning Advisory Committee
From: Janet Spilman, Deputy Director, Planning and Public Outreach
Re: Item V: TLC funding program – review and next steps
Date: September 15, 2005

Background

There is a growing interest in the integration of transportation and land use planning activities. This interest stems from recognition that transportation and land use are interwoven and that each exerts a strong influence on the other.

The Sonoma County Transportation Authority (SCTA) administers the county-level Local Transportation for Livable Communities (TLC) /Housing Incentive Program (HIP) which is based on the regional MTC TLC program. This funding for transportation projects, \$4.748M, will become available in FY 06/07. Projects will be selected locally based on local criteria, yet to be determined, however, regional guidelines for the program must be followed.

The Transportation for Livable Communities (TLC) and Housing Incentive Programs (HIP) were designed by MTC to provide incentives to projects that address the Transportation and Land use link. The SCTA (and other CMAs throughout the region) will customize the programs and administer them locally.

Projects

The purpose of the regional TLC program is to support community based **transportation projects** that bring new vibrancy to downtown areas, commercial cores, neighborhoods, and transit corridors, enhancing their amenities and making them places where people want to live, work and visit. Typical TLC capital projects include pedestrian and bicycle facilities that connect a housing project to adjacent land uses and transit; improved sidewalks and crosswalk linking housing services or facilities, streetscape improvements that support increased pedestrian, bicycle and transit activities. The HIP program is specific to transportation projects (i.e. walkways, access to transit, bike paths) connected to higher density housing.

Development of a project list

It is advisable to develop a plan for implementation of these funds, much the way the Comprehensive Transportation Plan has a list of projects that complements the policy statements. It has been beneficial to have a list of appropriate projects for several reasons:

1. having a list helps create a vision
2. being on the list gives a project visibility and documented standing if other funding becomes available
3. the process will allow for better projects to be developed

Funding

There are several sources of funding for this program, included in your packet that total \$4.78 million over 3 years beginning in 06/07. As you can see from the list of projects already implemented in Sonoma County the amount of the grant for capital projects has varied from \$X to \$1 million. Given that this is federal funding with a federal aid process that some communities have found difficult, it is recommended that a minimum award would be \$150,000 or perhaps higher. A maximum award should be considered (\$500,000?) in order to ensure the most participation in the program. It should also be noted that a local match of 11.5% of the total cost is required. MTC also requires that grant recipients attend a training workshop on the Federal Aid process or demonstrate that they have already attended such a workshop.

TLC funding available

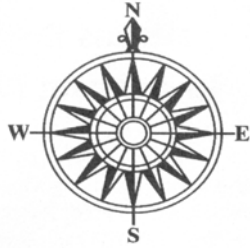
FY 06/07	FY 07/08	FY 08/09	Total
\$1,250,000	\$1,800,000	\$1,698,000	\$4,748,000 over 3 years

Eligibility

Local government agencies are eligible recipients of federal funds. Other interested parties must partner with an eligible recipient.

Next steps

- Consider the goals and policies for TOD in your jurisdiction and how they may translate into funding criteria.
- Consider goals and policy recommendations by the TPLUS committee.
- Consider the types of projects that meet the criteria.
- Consider the priority of projects, how will readiness be determined?
- How will projects be funded? Up front or reimbursement or ...?
- What monitoring and reporting will be required?



Staff Report

To: Sonoma County Transportation Authority
From: Elijah Henley, Senior Transportation Planner
Re: Draft Operational Guidelines for the new modeling program
Date: September 12, 2005

Overview

The purpose of these guidelines is to identify and describe the policies, procedures, and protocols necessary to ensure that the Sonoma County Transportation Authority (SCTA), all its member agencies, and any of their designates are fully apprised of:

1. The structure and functionality of the Sonoma County Travel Model (SCTM or 'the model') as they change over time,
2. How the SCTM is being used to support the planning priorities of the SCTA,
3. How land use data are being collected and updated,
4. What data products and analytical services are available through the modeling program,
5. When and why modifications to the SCTM will be made, and
6. How and when SCTA modeling priorities should be re-evaluated and possibly changed over time.

Beginning in October 2003, SCTA staff has been actively engaged with the cities and County of Sonoma in an effort to establish an ongoing countywide travel demand modeling program ('the program'). Although modeling has been a widely used transportation planning tool in Sonoma County since the 80s, there has never been an attempt to maintain a model on an ongoing basis. The increasing need to better integrate transportation and land use planning requires the development of a more capable and reliable travel demand modeling system. In response to these planning challenges, SCTA staff has developed a comprehensive modeling system and correspondent geospatial database to manage all land use data inputs. This document is designed to provide all data users and providers with the information they will need to access model data and participate in the ongoing development and application of SCTA's modeling program.

Operations and Program Administration

To start, the successful management of SCTA's new modeling program is going to be contingent on establishing a straightforward and transparent process for:

1. setting modeling priorities,
2. defining what products and services will be available through the program, and

3. determining what role SCTA member agencies will have to play in order to ensure that the model is well maintained and meeting the diverse transportation – land use planning needs that exist throughout the county.

In order to address all of these areas of program development, informal and/or formal data sharing agreements need to be in place between the SCTA and each of its member agencies. Within these agreements, schedules for updating land use data would be established and the correspondent data collection procedures needed to facilitate these updates would also be established. In order to monitor and modify these agreements over time, an oversight committee needs to be formed within the existing SCTA committee structure. Although there is currently an ad hoc modeling subcommittee under the Technical Advisory Committee (TAC), its formation occurred before SCTA staff started operating the model and the Planning Advisory Committee (PAC) was created. Now that the model is fully operational, and the SCTA has increasingly become more engaged with transportation - land use planning issues through the PAC, the meeting schedule and membership of the modeling subcommittee needs to be revisited.

As these modeling guidelines evolve over time, the modeling subcommittee will become the forum for proposing and discussing the adoption of new modeling policies, procedures, and protocols related to the program development areas already identified in this section. In order to better facilitate this process, the subcommittee should start meeting on a more regular basis. Instead of meeting on an as-needed basis, there should be a shift to meeting quarterly with the provision that more frequent meetings will be called if a major modeling project is being conducted. In terms of subcommittee membership, there needs to be provisions in place that ensure that the interests of the smaller jurisdictions are balanced with those of the larger jurisdictions. Also, there needs to be a balanced mix of planning and public works representatives to adequately address both model inputs and outputs. The following sections will identify other important components of the modeling program and lay out some preliminary guidelines for further consideration within the committee structure discussed in this section.

Structure and Functionality

Currently, the SCTM is comprised of three interrelated travel demand models. In addition to a 400 Traffic Analysis Zone (TAZ) countywide model configuration there are two nested city models that provide significantly more detail for Santa Rosa (502 TAZs) and Rohnert Park (390 TAZs) respectively. An automated transportation – land use database (TRANSLAND) has been built to allow land use updates and revisions to be interchangeably used to run any of the three model configurations. Additionally, a GIS layer has been created for each model to display and analyze land use data spatially. As the SCTM continues to evolve over time, it should be a goal of the program to work with all jurisdictions to develop additional nested models to facilitate increasing analytical capability in areas of the countywide model that are currently too coarse for detailed traffic impact analyses and scenario testing.

Program Work Scope

Currently, the work scope of the program is relatively undefined, but the work involved in the ongoing management of a travel demand model can be broadly divided into two categories:

1. Ongoing maintenance and data dissemination, and
2. Model modification and improvement.

Since the development of the program has been underway, SCTA staff has focused predominately on item 2. On the data input side, SCTA staff has developed a new data management system that allows the SCTM to be updated on an ongoing basis. At the core of this new system is the TRANSLAND database. In addition to allowing SCTA staff to track land use changes in multiple model configurations, TRANSLAND also allows for the testing and archiving of alternate planning scenarios and land use configurations. On the data output side, there has been extensive work done to reconfigure two of the three (the County and Rohnert Park) model networks so they are spatially contiguous with the county road network. In previous versions of the SCTM, the model networks were coded without any geographic orientation. Thus, model outputs would have to be manually transferred to road maps for spatial analysis and/or presentation purposes. The newly reconfigured model networks allow staff to automatically project model results onto existing county road maps as well as land use maps for post-modeling analytical purposes.

Since bringing these new systems online during the first few months of this year, the focus of the program has shifted to maintenance and data dissemination. SCTA staff has been actively engaged with a number of jurisdictions and their consultants in an effort to provide them with the modeling data they request in the course of preparing environmental review documents. In this process, SCTA staff has been faced with the challenge of trying to fill all data requests, big and small. Although it is relatively straightforward to disseminate data from already completed model runs, it can require a significant amount of staff time to fill data requests that require any modification to the baseline data, and in most cases, the needs of a particular data user usually requires some modification to existing model inputs and/or outputs.

In order to initiate the process of more clearly defining the work scope of this program, SCTA staff makes the following policy recommendations:

1. The long-range planning priorities of the SCTA shall dictate how the model will be re-configured/improved over time;
2. Work to incorporate new land use updates/revisions and network modifications shall be the primary maintenance function of the program;
3. Work to bring new nested models online shall be the primary model improvement function of the program;
4. Making these updated data readily available to SCTA member agencies and their designates shall be the primary dissemination function of the program; and
5. Any work requiring additional manipulation of the baseline updates described in the first three points shall be handled on a case-by-case basis and may require the data user to pay market rate for the additional services being requested out of the program or enter into a formal agreement allowing the user to obtain a copy of the model for use outside the program.

Land Use Data Processing

Probably the most challenging aspect of managing the new modeling program is keeping track of changes to land use as they occur throughout the county. Although the creation of the TRANSLAND database greatly improves SCTA staff's ability to load, archive, modify, and disseminate land use data once new data become available, there currently aren't regularly scheduled land use updates in place for most jurisdictions throughout the county. Where there are regularly scheduled updates (in Santa Rosa and Petaluma), SCTA staff has successfully negotiated informal data sharing arrangements that allow for the cities' updates to be incorporated in the SCTM when they occur. In order to ensure the greatest level of model accuracy, it is critically important that all jurisdictions working through the modeling subcommittee, PAC, and TAC to establish a set of land use updating schedules that take into account the varying levels of agency resources and staff time available to support this effort. The necessary agreements and processes need to be put in place to facilitate a complete countywide land use update every three years to coincide with the Comprehensive Transportation Plan (CTP) update schedule. Under existing data exchange agreements, these system wide updates will then be supplemented by intermittent updates from jurisdictions that update their land use more frequently.

Program Evaluation and Modification

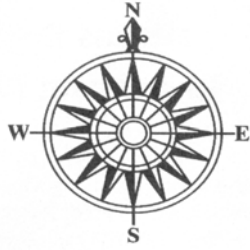
In order to ensure the long-term viability of the program, it is critical that the program be periodically re-evaluated. There are a number of preliminary staff recommendations enclosed in this document that could serve as the criteria for periodic evaluations and possible program modification. From an administrative standpoint, the following program assessment criteria might be considered:

1. Is the SCTM being primarily used to support the planning priorities of the SCTA?
2. Are existing data sharing agreements supporting the SCTM maintenance schedule?
3. Are the data products and analytical services available through the program being widely used throughout the county?
4. Is there a significant unmet data need that would warrant a re-structuring of existing program operations?

From a technical standpoint, the following performance criteria might be considered:

1. Can the existing structure and functionality of the SCTM adequately assess the long-range planning priorities of the SCTA?
2. Are existing land use updating procedures and protocol automated?
3. Is there a significant deficiency in model outputs that would warrant a major re-configuration of the existing SCTM structure?

A sensible time to conduct this program evaluation would be in preparation for conducting the CTP model update. At a time, during the three-year CTP planning cycle, to be determined by the modeling subcommittee, SCTA staff would conduct a comprehensive review of program operations and model performance and make recommendation for addressing possible deficiencies.



Staff Report

To: Sonoma County Transportation Authority
From: Elijah Henley, Senior Transportation Planner
Re: Wine Country Interregional Origin and Destination Study, Phase II
Date: September 12, 2005

Issue:

What is an Origin and Destination (O&D) study?
Who is conducting the Wine Country Interregional O&D study?
How will the results of the study be used in the transportation planning process?

Study Description and Project Overview:

An O&D study generally is conducted to better correlated an observed travel pattern with a set of socio-demographic characteristics. These travel patterns are defined within a region by a set of selected origins and destinations (O&D pairs). In order to better understand the travel patterns between O&D pairs, cordon lines are established and various methodologies are deployed to collected socio-demographic data from the individuals making trips in the study area. Once all these data have been tabulated, a wealth of information can be derived from the study. Here are some examples of the data that can be obtained through an O&D study:

- How many average daily trips are made within the study area and between O&D pairs.
- What type of trip purposes are associated with these trips.
- How long it takes to travel between O&D pairs.
- What modes of transportation are being used to make trips.
- What is the trip making frequency between particular O&D pairs and how do they vary among different demographic groups.

The Wine Country Interregional O&D study is being conducted by the Wine Country Interregional Partnership (IRP). The IRP brings together the regional transportation planning agencies from Sonoma, Napa, Lake and Mendocino counties. Over a period of two years between 2001 and 2003, the IRP completed phase I of the O&D study. Phase I was focused on analyzing existing conditions in the wine country and identifying the major planning issues that need to be addressed. From a transportation and land use perspective, the most pressing problem facing the region is a growing jobs/housing imbalance. Wages are relatively high in Sonoma and Napa, but housing costs are increasing at such an accelerated rate that people are being pushed north into Lake and Mendocino counties in their search for affordable housing. This trend is in turn putting increasing

pressure on the economies of Lake and Mendocino counties where average wages and the number of jobs are significantly less than Sonoma and Napa. This trend also threatens to overwhelm existing transportation infrastructure, and there is little-to-no opportunity to increase road capacity on the routes that connect the four counties. Thus, Phase II of the O&D study is focused on more precisely quantifying the total level of travel in the region and correlating the level of travel with the socio-demographic characteristics of the people making the trips.

Under the leadership of the Mendocino Council of Governments, the IRP has been awarded a \$135,000 grant from CALTRANS District 1 to conduct phase II of the O&D study. A Study Advisory Committee (SAC) has been established to oversee the implementation of Phase II and the SAC consists of representatives from the following agencies:

- Mendocino Council of Governments (MCOG)
- Lake County/City Area Planning Council (APC)
- Sonoma County Transportation Authority (SCTA)
- Napa County Transportation Planning Agency (NCTPA)
- Metropolitan Transportation Commission (MTC)
- Association of Bay Area Governments (ABAG)
- Caltrans, District 1
- Caltrans, District 4

A contract has been awarded to TY-LIN International to collect travel and demographic data at the following 5 cordon lines:

1. Highway 101 (Mendocino – Sonoma county line)
2. Petrified Forest Rd. (between Sonoma and Napa)
3. State Route 20 (between Lake and Mendocino)
4. State Route 29 (between Lake and Napa)
5. State Route 121 (between Napa and Sonoma)

At each of these cordon lines TY-LIN associates will randomly collect license plate information from cars passing in and out of the study area. Once an adequate number of cars have been logged, the license plate numbers will be sent to the DMV to obtain the home address of the drivers surveyed and a questionnaire will be sent out with a set of questions related to their travel behavior. Once a statistically significant number of completed questionnaires have been received by TY-LIN, the data will be processed and summarized in a report. The report is expected to be released in spring or summer of 2006.

Anticipated Uses of O&D study data

In addition to having a summary document that quantifies particular travel characteristics for the region and specific O&D pairs, there will also be detailed data sets that can be used to calibrate and validate the Sonoma County Travel Model (SCTM) in its current configuration. Or the data could also be used to expand the SCTM to add more detail in the North Bay. In addition to the modeling applications, disaggregate O&D data will be very useful to SCTA staff in the process of updating the Comprehensive Transportation Plan (CTP) and other long range planning documents.