

From: [Bob Garber](#)
To: [-- City Clerk](#)
Subject: Public Comment - City Council
Date: Friday, October 4, 2024 11:54:33 AM

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To members of the city council. I am against the overlay.

I feel that our historic downtown will be overwhelmed by the size of the structures. I am very concerned about "unintended consequences"

It is my understanding that one of the drivers behind the overlay is to create more housing and affordable housing downtown close to public transit - Smart Train, Golden Gate Transit... If that is the case why is a hotel the driver behind the overlay? This puzzles me and makes me very suspicious.

I would like an answer to my question from those on the City Council who are in favor of the overlay.

Regards Bob

Bob Garber

[REDACTED]

Petaluma CA [REDACTED]

[REDACTED]

From: Daniel Bruce [REDACTED]
Sent: Thursday, October 3, 2024 8:20 PM
To: Petaluma Planning <PetalumaPlanning@cityofpetaluma.org>
Subject: Hotel & overlay zone

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To Petaluma City Council,

I am writing in support of the proposed downtown hotel and overlay zone.

I moved here from San Francisco 2.5 years ago and immigrated to the US from Australia in 2014. I am a Registered Nurse working in hospice in Sonoma County and a proud American citizen. I love my city and chose to move here and bought a house and plan to stay here forever. Our city must continue to move forward. This development and progress like this in general benefits everyone. This is the type of hotel I would spend my money at, it's beautiful in appearance and appeals to my generation. I am 40 years old. It seems to me that there is a large portion of older, white, retirees who don't want anything to change. Ever. They are appearing to be very entitled and controlling. This is not just their city. I say to them, you have had your time to plan and develop the city, now let us have ours. Our generation are the future and this is what we want. I would be proud to have this hotel in my city and for my friends and relatives to stay there. Increasing the height limit from 3 stories to 6 is inconsequential and is not going affect any aesthetics or downtown appeal in the way that the scare campaign is making it out to be. The development will create jobs, infrastructure and improve my house value! I am all for it. As are all of my friends who are my age. To the older generation opposing this, it's time you let go of your out dated and old fashioned ideas and let progress and development take its course. The hotel looks beautiful and I would love to see more housing downtown and the overlay would allow this. This project has my 100% support.

Daniel Gordon RN MSN
Petaluma

From: [John O'Meara](#)
To: [-- City Clerk](#)
Subject: Comments on EOO plan
Date: Friday, October 4, 2024 1:42:00 PM

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You asked for feedback, so here it is. Please do not move forward with the Economic Overlay or the EKN hotel projects.

I live on the west side and our entire family opposes both projects.

Instead we support an equal application of time, money and resources to cleaning up our downtown, repaving our roads and updating our existing buildings, parks and communal areas.

Thank you,

John O'Meara

From: [Lia Goldman Miller](#)
To: -- City Clerk
Subject: Re: EKN Hotel Project
Date: Friday, October 4, 2024 4:34:28 PM

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Good afternoon,

I appreciate this town so much. It walks the line of balancing growth and preservation year by year trying to make the best choices now and for our future.

I am another person who is very concerned about this proposed EKN Hotel project. Please take every precaution, and possible study (i.e. traffic impact) into consideration. In its current form, I firmly oppose this project.

I don't wanna be someone who cannot evolve with the times. Just in my 11 years of living here, I've already seen a lot of change and mostly for the better. However, the potential for this project to turn our downtown into one that caters more to visitors than residents makes me pause. My parents live in Sonoma and I avoid the downtown square like the plague on the weekends due to the swarms of tourists. And I feel the same way about going to Healdsburg— no interest in being in the crowds on a weekend which means I never go there. I cringe at the thought of Petaluma becoming like that— a tourist town; would be a real culture shift. I would prefer interest and investment go into making life better and more affordable for people that live and work here currently and in the future.

Thank you for your attention and time.

I will be tuning in Monday via zoom.

With respect,

Lia Goldman Miller

“Ubuntu” says we can be human only together.
-Desmond TuTu

From: Karen Brigando
To: -- City Clerk
Subject: Downtown overlay
Date: Friday, October 4, 2024 12:41:32 PM

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For the record, I am opposed to the downtown overlay and the EKN hotel. I see no need to change our historic downtown and believe it can be kept vital without changing the current plan.

The hotel does NOT fit in with our beautiful downtown and will dwarf that intersection. Not enough parking, too tall, too expensive catering only to the rich. We don't need another hotel when our current hotels are not even full. This has been rushed through in spite of overwhelming public opposition.

Karen Brigando
[REDACTED], Petaluma
[REDACTED]m

From: [lydiaasselin](#) [REDACTED]
To: -- City Clerk
Subject: Public Comments / 10-7-24 City Council Public Hearing item #7
Date: Wednesday, October 2, 2024 3:34:41 PM
Attachments: [Public Comments-DEIR for Overlay and Hotel.City Council 10.7.24.pdf](#)

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City Clerk:

Please add my attached comments to the Public Record regarding City Council consideration of the Draft EIR for the DHEOO and EKN/Appellation Hotel.

Thank you,

Lydia Asselin

[REDACTED]

Petaluma, CA [REDACTED]

At the September 24, 2024 combined HCPC & Planning Commission meeting, attendees heard significant pushback from committee members on what was perceived as a seriously flawed and lacking Draft EIR. A comprehensive list of additional findings was requested by HCPC and PC to be addressed in the Final EIR. I was extremely disappointed that there was not enough courage beyond one member (or maybe too much confusion at 11 pm) to vote “NO” on promoting the DEIR, and instead to send it back for another round of improvements.

Unfortunately, Community Development and Planning Department staff browbeat HCPC and PC into keeping the process moving to a Final EIR, first by softening the language regarding multiple areas that committee members felt had gone unaddressed in the Draft EIR, and then by upselling the argument that the Overlay was completely harmonious with the direction that the as-yet approved General Plan Update is headed.

This disingenuous GPU argument is a slap in the face to those in the community that have voiced their views on both the Overlay and the General Plan Update! This position completely disavows ongoing community input into the General Plan Update / Land Use Framework discussion and puts a thumb on the scale regarding any decision about the Overlay. Plus the GPU is a year away from being finalized.

Here are the key zoning comparisons between the Overlay and the proposed General Plan Update’s Land Use Framework:

| Zoning Changes Proposed | DHEO Overlay | GPU Land Use Framework Alternatives |
|--------------------------------|--|--|
| Floor Area Ratio (FAR) = Bulk | Increase from 2.5 to 6.0 | Increase from 2.5 to 3.5 (change from MU-2 to T6) |
| Building Height / # of stories | Increase from 4 stories & 45 feet to 6 stories and 75 feet with Conditional Use Permit | Minimum 4 stories / maximum 6 stories; Maximum height of 70 feet |
| Housing Density | No change from current 30 dwelling units per acre; six stories is not needed for housing | Increase from 30 DU’s per acre to: Min 55 / Max 90 dwelling units per acre |
| Lot Coverage | Increase from 80% to 100% with CUP | Not addressed |

- **Note that the “Downtown Housing and Economic Opportunity” Overlay does not actually increase housing density Downtown beyond the current 30 dwelling units per acre.** Note also that if the EKN Hotel site were developed as housing, the lot size of 1/3 acre would only permit 10 dwelling units. This equates to 2 or 3 levels of multi-family housing over ground floor commercial use—so no more than 4 stories and 45 feet in height. Just like current zoning regulations. The 6 story Overlay is just to get the hotel approved.
- **Recent alternatives shown in the General Plan Update’s Land Use Framework are proposing a zoning change for Downtown areas to increase density from current “Mixed Use-2” to “T6 Urban Core”.** Please note that the GPU Land Use Framework has a chart on page 30 that indicates T6 mixed use structures can have a maximum FAR of 3.5. If the proposed Overlay is approved with an increase in FAR to 6.0, just what FAR takes precedence when the General Plan Update comes along in 2025?

There was significant pushback on the thin list of items in the Conditional Use Permit (CUP) language that need to be achieved to allow for increased building heights up to 75 feet. There was general agreement that the CUP language needed more “teeth” instead of seeming like it was written solely to get the EKN Hotel approved.

- The CUP process must successfully address the National Register’s seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association.
- Stronger language is also needed in the CUP to protect Historic Downtown.
- More detailed Design Standards are needed in the CUP language; we need to establish and publish design expectations to support discretionary SPAR hearing.
- Urban parks are required for residential uses in the Overlay.
- Planning Commission must have the ability to review and agree upon more robust CUP language and requirements prior to HSPAR & City Council approval.
- The use of the CUP process as an impact mitigation measure is an example of circular logic; The same mitigation measure, **MM Overlay CUL-1e** is used for the three distinct CEQA areas at issue in this DEIR—Aesthetics, Cultural Resources, and Land Use & Planning. It makes no sense to have a CUP process where the CUP menu itself is what mitigates environmental impacts.
- The CUP menu is subjective and lacks specificity; mitigation and enforcement are left open to interpretation.
- The CUP language regarding consistency with the current General Plan’s goals and policies has been cherry-picked for positive alignment examples. There are also multiple examples where the Hotel and Overlay are not consistent with current General Plan goals and policies.
- The CUP process should be based on the current General Plan since the proposed General Plan Update is still under community review, and will not be approved until 2025.
- See Planning Commissioner Darren Racusen’s 19-pages of DEIR comments dated 9/24/24.

The Planning Commission and the HCPC also took exception to these areas they felt were insufficiently addressed in the Draft EIR:

- EIR needs to have more discussion on project alternatives (alternate sites, environmentally superior alternates)
- Trash pickup plan
- Grease truck pickup plan (recycled grease)
- Construction traffic and parking plans
- Staff and customer parking quantities need closer study
- Secondary effects of increased traffic (greenhouse gas emissions)
- Hazardous waste / Hazardous materials mitigation (benzene in the soil; protections for “first floor” patrons and employees)
- The Draft EIR defers mitigation on downstream Overlay projects to the future, on a one-by-one basis. While CEQA allows this, it is not the most effective way to guarantee future impact mitigation.

And then there is the recent financial issue that has surfaced in local news outlets regarding EKN's Tahoe casino project.

SFGate noted on September 24, 2024 that the “blighted” Tahoe Biltmore Lodge and Casino, which developer EKN had planned to redevelop into a Waldorf Astoria, is in foreclosure and will be sold in a public auction tomorrow, October 8. EKN defaulted on its loan last Spring ; the “remaining principal on the loan, plus interest, fees, charges, and expenses, is over \$110 million.” The article goes on to say, “Public records show that Nakhjavani has run into financial troubles before. In 2014, Nakhjavani filed for Chapter 11 bankruptcy. EKN Development Group, a Nevada LLC, was listed in the bankruptcy filing.”

- What is Petaluma's risk in proceeding with EKN's hotel project?
- Is EKN just looking to obtain entitlements and will then turn around and sell the rights to another developer as a shovel-ready project?
- If another developer buys the entitlements, will they decide the project doesn't pencil out, and then propose a middle-market hotel chain with an even cheaper design and possibly further reduced parking?
- What if EKN decides to proceed, pending on a positive discretionary design review, then runs out of money after excavation of the basement garage? Then another default and foreclosure, except we have a big hole behind a chain link fence.

Please, please, please! Proceed with caution here. This flawed Draft EIR has been jammed through without enough substantive information or answers to questions posed by the Community, the Planning Commission, and HCPC. We all know the Overlay was designed solely to get the hotel approved, and this Draft EIR is a bare-minimum, mail-it-in effort that needs to be tossed back for further work. Or better yet, this whole Overlay charade needs to be put to bed so we as a Community can create a new Downtown zoning vision in a more thoughtful, systematic way.

From: [Melinda Mcilvaine](#)
To: [-- City Clerk](#)
Subject: Resident comment of downtown hotel project
Date: Sunday, October 6, 2024 10:58:34 AM

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---Warning: Use caution before clicking any attachments. THIS EMAIL IS FROM OUTSIDE OUR EMAIL SYSTEM.---

I am writing to voice my strong opposition to the downtown hotel & overlay proposed project.

I feel this will completely ruin our quaint and historic downtown! Just look at downtown Santa Rosa with its high rises and big modern buildings and how different it feels.

WE DONT NEED another hotel. There is the Petaluma Hotel, the newer remodeled Hampton Inn, Metro Hotel, Home 2 Suites, Quality Inn and The Sheraton. All on the West side of town. More on the east side

That space at corner of Western & B Street could be turned into something really cool that would compliment our downtown, not take away from it.

Please, Please fight to save our town

Thank you,
Melinda Mcilvaine
42 year resident of Petaluma

From: paulfoleyca [REDACTED] <paulfoleyca [REDACTED]>
Sent: Tuesday, October 1, 2024 5:01 PM
To: Petaluma Planning <PetalumaPlanning@cityofpetaluma.org>
Subject: Downtown Housing & Economic Overlay Project

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To whom it may concern,

I am the property owner at 131 Liberty St and 136 Court St. Petaluma.

I support the Economic Overlay proposal.

I'd be happy to speak in support if needed at any hearing.

Please confirm receipt.

Sincerely,

Paul Foley,

[REDACTED].

[REDACTED]

San Rafael, CA [REDACTED]

From: Sheryl Nadeau [REDACTED]
Sent: Friday, October 4, 2024 1:37 PM
To: Petaluma Planning <PetalumaPlanning@cityofpetaluma.org>
Subject: Re: EKN Hotel Project

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I find it very concerning that the city representatives are actually considering this project. The lack of parking along with such an alteration to the historic balance of this city area just makes me so sad. If this goes forward, there will be no going back to a planned downtown, much less the ambiance which has been so iconic for our entire history.

I was born here and am now 71. I did not think I would live to see Petaluma evolve into a patchwork of mismatched development.

This is a very sad time for our city.

Sheryl Baugh Nadeau.

October 3, 2024

City of Petaluma Community Development Dept.
Olivia Ervin, Principal Environmental Planner
City of Petaluma
11 English Street
Petaluma, CA 949525

Email: oervin@cityofpetaluma.org

To the City Council and Planning Commission:

I have reviewed the Draft EIR for Downtown Overlay/EKN Appellation Hotel and attended the Planning Commission meeting (September 24, 2024) in which it was discussed. Please review my comments as follows:

Aesthetics/Cultural Resources

The DEIR states that the impact to Aesthetics and Cultural resources in the Historic downtown will be mitigated to less than significant through the Conditional Use Permit (CUP) review process. This mitigation measure is inadequate to mitigate this impact. Not only does this defer meaningful review of the visual impacts, effectively kicking the can down the road, but the criteria for findings outlined in the Downtown Overlay document does little to truly mitigate the impact of increased building height and bulk that is out of scale with the surrounding historic context.

Many of these criteria are vague. For instance, to be granted a 60 ft. height, the additional height must make “a positive contribution to the overall character of the area and be compatible with its surroundings” and cannot “result in the unreasonable restrictions of light and air from adjacent properties or the public right-of-way”. These are both examples of vague criteria open to individual interpretation, allowing a low bar for approval.

Additional criteria to allow a building up to a 75 ft. height are similarly loosely defined. Criteria for “exceptional” architecture includes use of “innovative, creative architectural concepts, materials or building techniques” and “creative design to increase building efficiency and to reduce energy consumption”. Again, these qualifiers are open to interpretation. And energy-efficient, low-impact design and other sustainable features that are quantifiable are generally required by the State building code and CalGreen. So, the Overlay is not requiring anything that would not be considered essential for any building development approval.

Finally, the findings allowing an increase to 100% lot coverage are simply met by choosing one of five criteria options. These include “adequate space for street trees”, “adequate provision for recycling and solid waste”, and “measures to enhance to pedestrian environment”. These requirements are expected in any project review. Again, not an exceptionally high standard for approval that does little to mitigate the visual impact.

In conclusion, these mitigation measures fail CEQA in the lack of specificity and effectiveness. The discretionary review process for a CUP will not effectively diminish the impact of the building

height and mass allowed under the Downtown Overlay that will be out of scale with the downtown district and overwhelm its historic character. This mitigation represents a “hopeful intention” when in practice it is extremely challenging to mitigate of building mass with surface treatments and design elements.

Historic resources survey:

The DEIR does not include a complete historic resources survey, particularly in Area C. Correcting this deficiency is necessary to an effective evaluation of the impact on historic resources in the downtown area.

State mandated Density bonuses:

The DEIR fails to incorporate the impact of potential density bonuses available for affordable housing, even while housing development is one of the stated goals of the Overlay zoning. While it is true that these bonuses are allowed under current zoning, the increased height and FAR limits proposed would allow an even greater building height and mass. Additionally, there is little discretionary review allowed under current affordable housing mandates, to discourage an exclusionary public review and a potential denial of a project. Finally, given that two of the Overlay areas are within .5 miles of the SMART transit hub, there is no parking requirement for housing, that would further aggravate the shortage of downtown parking.

It is not reasonable to simply state on the City website FAQ's that this possibility is unlikely. In fact, this scenario is playing out in many communities. We need to address the affordable housing crisis, but it would be best to minimize the potential visual and traffic impacts that this could have directly on the historic core of the downtown district.

Transportation:

The Overlay allows 100% lot coverage that results in all service and delivery access relying on the public streets. For example, the proposed hotel has trash pickup being accessed on B Street, and likely all deliveries. These daily operations will undoubtedly impact traffic on the already difficult intersection at Petaluma Boulevard. With the current 80% coverage, drives or alleys can address these access issues. This impact has not been effectively evaluated.

As an example of the existing site with less lot coverage, Petaluma Hotel's back alley accesses its trash pickup, keeping dumpsters off the surrounding public streets, and eliminates blank facades at the street level for utility closet access. Although deliveries are made on Kentucky Street, there is a loading zone available, and the street is less impacted by traffic than B Street.

Alternative Sites for the EKN Hotel:

The DEIR fails to identify any alternative sites for the proposed hotel to compare impacts. This is justified by stating that these cannot be reasonably purchased, but no evidence of that is presented. There has been much discussion of underutilized sites in the vicinity of the Downtown, many of which would have less visual impact on Historic resources, and a likely lesser impact on traffic concerns. This deficiency needs to be corrected.

In addition, the DEIR states that there are no unavoidable impacts with the current site proposed. Given that the CUP review does not truly mitigate the impacts of the height and bulk of the hotel to less than significant, this is not the case. (See above discussion.)

Parking:

Although no longer a CEQA issue, the parking for the hotel is completely inadequate. This issue also needs to be addressed in a comprehensive way for the Downtown Overlay's proposed increased density.

Although the hotel site is largely within the Downtown parking assessment area, the capacity of the Keller Street parking garage and its assessment area was gauged on the current zoning density. It is not reasonable to increase the use and development density of the assessment area, and expect the parking needs to be met. My own experience of owning a building within the parking assessment area is that the garage often completely full.

Understanding that we now have the SMART train, it is naïve to expect that a substantive number of hotel guests will travel here by train. That is also the case with hotel staff, who work varying shifts and would be constrained by the limited hours and headways of the train. The City needs to be realistic about parking requirements for the hotel, and not create an impact on the surrounding downtown and neighborhoods. This is an impact that has not been considered with an alternative sites study but is key to the hotel being successfully integrated into the Downtown area. Another site may be able to integrate more parking, or perhaps the hotel needs to be smaller.

Additionally, this is an issue for all areas of Downtown overlay. A comprehensive parking solution needs to be addressed, looking at individual site capacities and perhaps another parking garage. I think most are willing to consider less parking and a greater reliance on alternative transportation, but few see no or very little parking as a realistic solution.

Please conduct a thorough review of these deficiencies. Given the foundational revisions needed, it appears that approval of the Draft EIR is premature. A revised Draft would allow a more realistic appraisal of impacts before a Final EIR is prepared. It would also provide guidance for revisions to the hotel proposal and provide valuable input as to whether the Downtown Overlay is advised in its current form. The Petaluma community deserves a complete vetting of this proposal that will greatly affect the future of its historic downtown.

Respectfully,

Stephanie McAllister

[REDACTED]
Petaluma, CA [REDACTED]

From: [Susan Pateros](#)
To: -- City Clerk
Subject: public comment
Date: Sunday, October 6, 2024 4:17:55 PM

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I am writing to provide public comment for the City Council meeting on Monday, Oct. 7.

I support the Downtown Housing and Economic Opportunity Overlay and the EKN Appellation Hotel project.

Regarding any further development that might result from the adoption of the Overlay, on the City of Petaluma website, the limitations, requirements, and restrictions of any further development that might be considered if the Overlay is adopted are explained in detail. It is clear from the information provided that any further development would be subject to exhaustive review by the City Council, and therefore, by Petaluma residents themselves.

<https://cityofpetaluma.org/proposed-downtown-housing-economic-opportunity-overlay-for-a-specified-area-in-downtown-petaluma-faqs/#/WHAT-WOULD-THE-PROPOSED-OVERLAY-DO>

The idea promoted by opponents that a hotel would "ruin" downtown is a myopic one. The more expansive view is this, quoting from the City of Petaluma website:

As presented to the PC (Planning Commission) and HCPC (Historic & Cultural Preservation Committee) in June, the EKN Appellation Hotel project would provide other revenue to the City via the transient occupancy tax (TOT) and the sales tax that is associated with the Hotel use. For the initial 25-years of occupancy, the estimated TOT revenue is projected to be ± \$37,000,000 and the estimated sales tax is projected to be ±\$3,800,000. Also as reported in June, the EKN Appellation Hotel project would result in short-term and long-term economic impacts. The short-term economic impacts are driven by the project's development costs, and through the pre-construction and construction periods, the project is expected to support 328 jobs (222 annually) and provide \$55,000,000 in economic activity. The long-term economic impacts associated with the Hotel project are driven by the ongoing hotel and restaurant operations, and when occupied, the project is expected to support over 150 jobs annually and generate \$18,600,000 in economic activity.

The hotel project would economically benefit the city, and all its citizens, in a profound way.

Surely, helping to insure that Petaluma has the economic resources to maintain core services, and therefore enhance life for all its residents now and in the future, outweighs objections based on the subjective idea by some that the hotel "would not fit in" to their idea of what downtown should look like.

Respectfully,

Susan Pateros

From: Susan Price [REDACTED]
Sent: Thursday, October 3, 2024 8:33 PM
To: Petaluma Planning <PetalumaPlanning@cityofpetaluma.org>
Subject: Hotel and Overlay

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With so much continued public outrage against the overlay and against the horrible looking hotel, why is this not being put on the ballot? With the city council deciding that this will make no negative impact in the looks of our town, this is not the feeling of the majority of people living in this town. When I heard that response, I felt really inconsequential with no involvement at all in the town I have lived in and loved for 25 years.

This is not OK governance.

Susan Price

From: [Suzanne B](#)
To: [-- City Clerk](#)
Subject: comments re: proposed OVERLAY
Date: Sunday, October 6, 2024 5:44:02 PM
Attachments: [Challenge to EKN Financial Impact Study.pdf](#)
[image001.png](#)

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Please pass this along to all the city council members,

Since the Overlay and EKN are hotel connected . I will address both. The current proposed overlay is a result of the 6 story hotel that could not be built without it.

- It's a fact also verified by planning depart that a state mandated law states that low income housing within 1/2mile of a public transit center can be 33' over the current zoning with no oversight by the city including parking, architectural review, etc.
- The current overlay allows 6-7 story buildings in our historic center the reason being that we need the money, and it will revitalize our down town, and solve some of our housing problems.
- Addressing the money estimate for Proposed hotel– I have sent an analysis to all the city council members and some of our planning dept members by qualified architects and economics which demonstrates it is over inflated, chances of it bringing \$700,000.00 are not demonstrably proven. **See attachment of this analysis.**
- An example of this over estimation is demonstrated by the current filing for bankruptcy by one of EKN developments in Lake Tahoe. The project is up for auction now. This could happen here
- Regarding revitalizing downtown -Petaluma historic center is our main asset at the head of the river. We have been told that 4 story buildings (our current code) don't pencil out. Sebastopol and Healdsburg with property values the same or higher have no problem penciling out 4 story buildings. If the current Hotel being proposed is an example of what we can expect with this overlay. I don't see this protecting our asset and revitalizing out downtown.
- Regarding housing. We are overbuilt on above average income housing. We need low income/affordable housing which will not be built in this overlay zone unless it is affordable housing at 9-10 stories under the state mandate with no oversight, which could easily be filled with 300sq ft. apartments, which with the state mandate, I'm sure developers will find a way to make a "buck"
- The cart is before the horse – the overlay is hastily put together to accommodate the hotel without enough public input or awareness, no story poles etc. to educate the public.
- With a change as significant as this a full EIR report is not even required for the hotel, which would address among other topics Conservation, housing, land use, open space, noise, safety and circulation (includes traffic and parking), and historic preservation.

- I am not against housing that is affordable or infill but it must be in appropriate areas. .
- I think the corner of the Blvd. south and B is a great location for an appropriately designed 4 story hotel. I have sent many examples of this to the stake holders. If Sebastopol and Healdsburg can do, so can we. They don't even have the high water level problem.

Thank you for taking my comments into consideration before making a final decision

Suzanne biaggi



APPELLATION HOTEL / FINANCIAL QUESTIONS

The developers have submitted an Economic Impact Study to Petaluma's Planning Department that outlines 1) temporary economic impacts and job creation during construction, 2) ongoing economic impacts and job creation once the hotel is up and running, and 3) Projected tax revenue streams. This document attempts to analyze the veracity of EKN's numbers.

The tax revenue impacts are quite rosy and presumably are eye-catching to Petaluma's elected officials. However, they don't stand up to scrutiny—the city needs to be asking the developers to “show your work, please.” The supposed tax windfall of \$3.94M annually is going to be significantly less coming to Petaluma's general coffers.

EKN'S KEY TAX REVENUE ASSUMPTIONS:

Developer's Tax impact summary provides a 25-year total tax revenue picture.

For simplicity, dividing by 25 gives an average annual tax revenue benchmark:

However, not all of this tax revenue will go directly to Petaluma.

| Tax revenue from: | PROJECTED BY EKN: | | MORE REALISTIC: |
|-------------------------|-------------------|--------------|---------------------|
| | total over 25 yrs | avg per year | avg per year |
| Transient Occupancy Tax | \$37.1 M | \$1.48 M | \$650K - \$750K |
| Sales Tax | \$36.5 M | \$1.46 M | \$308K |
| Property Tax | \$24.9 M | \$1.0 M | \$130K |
| Total: | \$98.5 M | \$3.94 M | \$1.08 M - \$1.18 M |

WHERE DO THESE TAXES GO ONCE THEY ARE COLLECTED?

Transient Occupancy Tax (TOT) is calculated at 10% of the hotel room rate, and goes directly to the local jurisdiction.

Sales Tax (9.5%) is split between state, county, and local. Petaluma's portion is 2%.

Property Taxes are collected by the county; 13% of each dollar goes to Petaluma

WHAT ARE PEOPLE WILLING TO PAY PER NIGHT FOR A HOTEL IN PETALUMA?

| | |
|-----------------------|---------------|
| Hotel Petaluma | \$203 - \$223 |
| Hampton Inn | \$148 - \$167 |
| Sheraton | \$145 - \$159 |
| Courtyard by Marriott | \$131 - \$149 |
| Home 2 Suites | \$151 - \$178 |
| Appellation Hotel | ??? |

TOT TAXES ARE CALCULATED AT 10% OF THE GUESTROOM RATE:

EKN's TOT revenue projection is \$1,480,000 annually, so the guestroom revenue would be \$14,800,000.

What is EKN proposing for an average guestroom rate?

Doing the basic math, it seems inconceivable that a TOT revenue of \$1.48M is possible:

If all 93 rooms were occupied 365 days a year, this would mean an average room rate of **\$436/night**.

If all 93 rooms are occupied for only 60% of the nights/year, the average room rate jumps to **\$727/night**.

If all 93 rooms are occupied for only 50% of the nights/year, the average room rate jumps to **\$872/night**.

APPELLATION HOTEL / FINANCIAL QUESTIONS

WHAT IS A REALISTIC APPELLATION HOTEL ROOM RATE, AND WHAT TOT REVENUE WILL THAT BRING?

HERE ARE SOME ASSUMPTIONS, BASED ON THE BREAKDOWN OF ROOM TYPES AND POSSIBLE ROOM RATES:

| Room Type | Number of rooms | Nightly Room Rate | Nightly Revenue 100% full | All rooms full 100% occ. 365 nights | All rooms full 60% occ. 219 nights | All rooms full 50% occ. 183 nights |
|--------------------|-----------------|-------------------|---------------------------|-------------------------------------|------------------------------------|------------------------------------|
| King | 69 | \$400 | \$27,600 | \$10,074,000 | \$6,044,400 | \$5,037,000 |
| Queen | 15 | \$400 | \$6,000 | \$2,190,000 | \$1,314,000 | \$1,095,000 |
| Corner Suite 2,3,4 | 3 | \$800 | \$2,400 | \$876,000 | \$525,600 | \$438,000 |
| Exec Suite | 4 | \$1,000 | \$4,000 | \$1,460,000 | \$876,000 | \$730,000 |
| Deluxe Suite | 1 | \$1,500 | \$1,500 | \$547,500 | \$328,500 | \$273,750 |
| Bridal Suite | 1 | \$1,500 | \$1,500 | \$547,500 | \$328,500 | \$273,750 |
| Totals: | 93 | avg \$462 | \$43,000 | \$15,695,000 | \$9,417,000 | \$7,847,500 |
| Annual TOT: | | | | \$1,569,500 | \$941,700 | \$784,750 |

For this group of room rates before tax = \$7.85M, adding sales, TOT, and other taxes would come close to EKN's proposed hotel revenue of \$9.5M.

| Room Type | Number of rooms | Nightly Room Rate | Nightly Revenue 100% full | All rooms full 100% occ. 365 nights | All rooms full 60% occ. 219 nights | All rooms full 50% occ. 183 nights |
|--------------------|-----------------|-------------------|---------------------------|-------------------------------------|------------------------------------|------------------------------------|
| King | 69 | \$300 | \$20,700 | \$7,555,500 | \$4,533,300 | \$3,777,750 |
| Queen | 15 | \$300 | \$4,500 | \$1,642,500 | \$985,500 | \$821,250 |
| Corner Suite 2,3,4 | 3 | \$800 | \$2,400 | \$876,000 | \$525,600 | \$438,000 |
| Exec Suite | 4 | \$1,000 | \$4,000 | \$1,460,000 | \$876,000 | \$730,000 |
| Deluxe Suite | 1 | \$1,500 | \$1,500 | \$547,500 | \$328,500 | \$273,750 |
| Bridal Suite | 1 | \$1,500 | \$1,500 | \$547,500 | \$328,500 | \$273,750 |
| Totals: | 93 | avg \$372 | \$34,600 | \$12,629,000 | \$7,577,400 | \$6,314,500 |
| Annual TOT: | | | | \$1,262,900 | \$757,740 | \$631,450 |

| Room Type | Number of rooms | Nightly Room Rate | Nightly Revenue 100% full | K&Q + Corner full 100% occ. 365 nights | K&Q + Corner full 60% occ. 219 nights | K&Q + Corner full 50% occ. 183 nights |
|--------------------|-----------------|-------------------|---------------------------|--|---------------------------------------|---------------------------------------|
| King | 69 | \$400 | \$27,600 | \$10,074,000 | \$6,044,400 | \$5,037,000 |
| Queen | 15 | \$400 | \$6,000 | \$2,190,000 | \$1,314,000 | \$1,095,000 |
| Corner Suite 2,3,4 | 3 | \$800 | \$2,400 | \$876,000 | \$525,600 | \$438,000 |
| Exec Suite | 4 | \$1,000 | \$4,000 | | | |
| Deluxe Suite | 1 | \$1,500 | \$1,500 | | | |
| Bridal Suite | 1 | \$1,500 | \$1,500 | | | |
| Totals: | 93 | | \$43,000 | \$13,140,000 | \$7,884,000 | \$6,570,000 |
| Annual TOT: | | | | \$1,314,000 | \$788,400 | \$657,000 |

At an average room rate of \$372-\$462/night the TOT revenue would likely be in the range of \$650,000-\$750,000 annually. This is half of the revenue EKN has projected.

APPELLATION HOTEL / FINANCIAL QUESTIONS

PROJECT EXPENSES DURING PRE-CONSTRUCTION AND CONSTRUCTION / FROM EKN'S ECONOMIC IMPACT STUDY:

| | | |
|--|------------------------|-----------------------------|
| Construction of New Commercial Structures | \$40,000,000 * | 78,000 gross sq ft = |
| PLUS: | | \$512 /sq ft |
| Architecture & Engineering Services | \$3,000,000 | |
| Other Local Government Enterprises | \$3,250,000 | |
| Legal Services | \$1,250,000 | |
| Management Company Services | \$2,000,000 | |
| Wholesale-other durable merchant wholesalers | \$8,000,000 | |
| Other Real Estate | \$2,000,000 | |
| TOTAL: | \$59,500,000 ** | |

*Construction cost figure at \$512/sq ft seems low; **\$600/sq ft** in this location may be more likely.

This would increase the construction cost to ***\$46,800,000** and total to ****\$66,300,000**

KEY PROJECT REVENUE ASSUMPTIONS:

| | | |
|--|--------------|---|
| Anticipated annual hotel revenue: | \$9.5M | <i>*stabilized revenue projection (year 3) \$\$</i> |
| Anticipated annual restaurant revenue: | \$8.5M | <i>*stabilized revenue projection (year 3) \$\$</i> |
| Total: | \$18M | Assumed to be gross revenue |

HOTEL REVENUE:

EKN's projected Annual Hotel Revenue is \$9,500,000. Let's assume this is a GROSS figure.

Hotel vacancy factor 50%

Hotel operating expense factor 50%

NET Annual Hotel Revenue would be \$4,750,000

RESTAURANT REVENUE:

EKN's projected Annual Restaurant Revenue is \$8,500,000. Again, we assume this is a GROSS figure.

If restaurant & rooftop bar (3680 sq ft) are leased to an operator at \$4/sf/month Triple Net, lease income = \$176,640

NET Annual Restaurant Lease Revenue would be \$176,640

Let's assume NET Hotel + Restaurant operating income = \$4,750,000 + \$176,640 = \$4,926,640 annually

Construction expenses / LOW: \$59.5M

Construction expenses / HIGH: \$66.3M

\$5M annual revenue with a 1.25% debt service coverage ratio means \$4M available for debt servicing

A project operating revenue of approximately \$5M annually could likely support a \$38.4M loan at 8.5%.

That would require the developer/owner to fund somewhere between \$21.1M and \$27.9M in equity to build the project.

THOUGHTS:

Transient Operating Tax (TOT) revenue of \$1.48M annually seems highly overstated without astronomical room rates.

Revised annual estimate for TOT + Sales + Property taxes is likely to be closer to \$1.08M - \$1.18M annually for Petaluma.

Does EKN have \$27M in capital lined up on top of a \$38M+ loan in order to finance 40% of this project?

Is Appellation Hotels all in on this venture? Their portfolio doesn't have any open and operating venues.

From: Rob Izzo <[REDACTED]>
Sent: Monday, October 7, 2024 10:56 AM
To: Petaluma Planning <PetalumaPlanning@cityofpetaluma.org>
Subject: Support for EKN Hotel Project

You don't often get email from [REDACTED]. [Learn why this is important](#)

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Hello Petaluma Planning!

Thank you so much for all your work on this hotel project. I know it's a tough needle to thread to be sure everyone gets an opportunity to voice their opinion and meet the requirements to make the process fair.

I appreciate the opportunity to weigh in with thoughts and will keep my comments brief. My husband and I support the project and its proposed plan based on this draft EIR. So long as the project continues to go through proper design and EIR process, we will look forward to this new property coming to our downtown.

Again, thanks for all of your hard work and have an awesome week.

Rob Izzo & Koenigsberg
[REDACTED] Petaluma, CA 94952

Rob Izzo, Ph.D.
CrossFit Level 2 Trainer
USA Weightlifting Level 2 Coach
Precision Nutrition Level 1 Coach

From: [Kimberly Scot](#)
To: [-- City Clerk](#)
Subject: Downtown visions / Overlay
Date: Monday, October 7, 2024 1:16:57 PM

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Greetings Council Members. My name is Kim Scot and I live at 265 First Street. I first came to Petaluma in the early 70's, have owned 4 homes here, birthed two sons at home on Pepper Road, very proudly taught at McNear Elementary and Valley Oaks School, and after immigrating to Canada in 2003, returned to open a family focused store, Little Luma. In 2016 I moved back to Canada and I very recently have returned to Petaluma and intend to live and serve here in any capacity that my skills can contribute to. In my many years away, both in British Columbia and Massachusetts, I have become familiar with city government functions, and fully appreciate that it is essential work and a fairly thankless job for those who dedicate themselves to endeavor to take it on. I am working hard to catch up on the past few years so that I can offer an informed opinion. With respect for your efforts, I beseech you to consider the explosive moment we find ourselves in, and slow down on making a final decision on the Downtown overlay proposal.

The planet, our country, and our city are on edge. Divisions are harming every aspect of our lives at this time and nerves are raw. Obviously this is not conducive to calm, reasoned, shared communication on issues that clearly have not been resolved. I submit that much will be determined in the next six weeks and it will be weeks after that in which we as a country and city will need to adjust, regardless of what our government will look like on a national and local level. Please remove this contentious topic from the agenda for a few months, with the option to bring it back in late Winter/early Spring. This is absolutely not an issue to be forced to be resolved at this very extraordinary moment in time.

I have much to say about the wonderful work happening in Petaluma; I am truly impressed and excited to be back here. I understand that you have considerations that most of us can't grasp, but I have heard some great ideas in public discussions and candidate forums that can feed into the General Plan, which is where I think the public's and City government's attention needs to be. Let's celebrate the great work that is being done every day and allow time for visioning, even in a very foggy climate. Kudos on the One Petaluma Podcast - brilliant, relevant, and perfect for sharing information pertinent to the General Plan process.

Thank you for your consideration,

Kim Scot
[REDACTED]

From: [KATHY CHAMBERS](#)
To: -- City Clerk
Subject: Comment For October 7, City Council Meeting
Date: Monday, October 7, 2024 1:46:43 PM

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October 7, 2024

Mayor Kevin McDonnell and City Council Members,

I am against the proposed overlay zoning and the EKN Appellation Hotel Project. I began attending meetings regarding the proposed overlay and hotel in June of 2023 and have spoken against it. At each meeting I have attended the audience is composed of Petaluma citizens who voice my views. I am frustrated that most of you have made your decision about the overlay without considering that a majority of Petaluma's are against it. So many of us have written letters and commented at meetings and we are not being heard.

I encourage all City Council members to listen to the citizens who vote you into office and chose the following option listed on page 14 of the DRAFT Environmental Impact Report Downtown Housing and Economic Opportunity Overlay and EKN Appellation Hotel Project: No Project Alternative: Under the No Project Alternative 1, the Overlay would not be approved, and the proposed Hotel project would not be constructed. As a result, FAR, height, lot coverage, or other development standards would not be changed. The Hotel project site would remain vacant, and no development would occur. No land use activities would occur.

I am against the proposed downtown overlay zoning because it will increase the height limit in three downtown areas which will change the character of our town.

I am against the proposed EKN Appellation Hotel because it will ruin Petaluma's historic charm, and it will impact surrounding businesses because it does not have enough parking. The proposed six story hotel is too high and too large for the corner of B Street and Petaluma Blvd South. The hotel's large box design does not fit in with the historic architecture of our town.

It is touted in the EIR that the proposed hotel will support the local community and support downtown businesses. The proposed hotel will only have 58 parking spots. That is a totally inadequate amount of parking spots for 93 guest rooms, projected 27 employees at each shift, and patrons dining at two restaurants that can seat 135 guests downstairs and 60 guests upstairs. Not requiring the hotel to provide more parking will cause hotel guests to park on the street and there will be no parking for customers trying to patronize surrounding businesses. I understand that off street parking does not have to be provided but parking is a huge issue in downtown Petaluma. An example of this is customers trying to shop at the River Plaza Shopping Center and not being able to find parking due to residents from the apartments across the street parking in the lot.

Please preserve the historic beauty of our town.

Sincerely,
Kathy Chambers

From: [Bailey Malone](#)
To: [Barnacle, Brian](#); [Dennis Pocekay](#); [Kevin McDonnell](#); [John Shribbs](#); [Mike Healy](#); [Karen Nau](#); [Janice Cader-Thompson](#); -- City Clerk
Subject: Hotel math not adding up
Date: Monday, October 7, 2024 2:38:51 PM

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Though there is disagreement this local political season, one thing Petalumans agree on is that the Hotel Petaluma benefits our community. The hotel sits in a prime downtown location at a striking 58 feet tall, with 91 lovely rooms and 16,000 square feet of event, restaurant and retail space for the delight of locals and visitors alike. Though there are zero parking spaces, there is a parking garage a few blocks away and neighborhood parking aplenty. The Hotel Petaluma is widely beloved, with negligible negative impact on its neighbors. Why then will the impact of the EKN hotel - in a prime downtown location, 10 feet taller with 2 more rooms, similar square feet of event and restaurant space, 58 parking spaces (versus zero), a parking garage a few blocks away, and neighborhood parking aplenty - be catastrophic?

The outcry reminds me of all the other times that people opposed to development insisted that the sky was falling. The road diet, SMART train, Theater Square, apartment buildings, shopping centers - all of these would ruin our town, they told us. Yet none of their dire predictions have come to pass. Of course there is some impact; but there is also enormous benefit to shoppers, business owners, employees and city coffers.

I've lived near downtown for nearly 40 years and am excited for a second hotel that meets growing demand for lodging, dining and events. Hopefully in a few years you'll find me at the rooftop bar, taking in the view.

Bailey Malone

As a resident of downtown Petaluma and the Historic District I have concerns about the proposed downtown hotel project.

While there are reports on the environmental impact of the project there has not been enough serious discussion of the aesthetic aspect of this new structure. This is important for the city and the preservation of the integrity of the unique historical aspects of our town but it is also important for the business success of the development.

Will the high income clientele the developers expect to flock to their destination with the mediocre design they have presented to sell the project? I have questions about that.

There have been many viewpoints about the way the building should look, fit in or contrast with the existing historic ones we enjoy as do visitors. Unfortunately the developers have been inflexible demanding the concept they have presented aside from a few superficial embellishments. I hope that the city would entertain other ideas and choose among the best rather than bend to the will of the builders.

I will attach an image that might spark some other ideas about the approach to the development of the property which should be put to better use than it is now. This image is not a perfect solution for this particular site but it has aspects that are more original and incorporates both contemporary and also traditional elements which I think might be more appealing to both citizens and visitors than the cookie cutter idea proposed so far.

Thank you for your attention.
Gary McKinnon

--

<https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fgarymckinnon.tv%2F&data=05%7C02%7Cdfernandez-bolt%40cityofpetaluma.org%7C344976484b3a44c5973b08dce71adc94%7C3251706cb8d941349f26dd04acbb79d0%7C0%7C0%7C638639349787516033%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C&sdata=VKt1XdN%2BxjwV1tcfDL068dAYwcqC0p472Epv4bkd9M0%3D&reserved=0>



Architectural Design Services
abeer_kasrawy@hotmail.com

From: [adam klein](#)
To: [-- City Clerk](#)
Subject: Comment for Oct 7 City Council Meeting
Date: Monday, October 7, 2024 4:05:04 PM

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---Warning: Use caution before clicking any attachments. THIS EMAIL IS FROM OUTSIDE OUR EMAIL SYSTEM.---

RE: Draft Environmental Impact Report for the Downtown Housing and Economic Opportunity Overlay and EKN Appellation Hotel Project

Dear Mayor and City Council Members,

I appreciate all the energy you invest in stewarding Petaluma into the future.

My comments pertain to the Economic Opportunity Overlay and EKN Appellation Hotel Project.

First, I want to say that I am aware of the need for our downtown to continue to evolve as the world around us changes. As you do I care significantly for our town -- not just for my own sake, but for my daughter and future grandchildren and the generations beyond.

I wish for and want the unique and specific Petaluma characteristics of our town to be cherished, enhanced and made more vibrant as we grow.

The process for the Overlay and EKN Appellation Hotel project, as currently constituted, do not do so. One only need to look at the most recent rendering of the EKN project to see how very far apart the proposed project is from the current design pattern language of our downtown. I understand it is only a rendering and can be changed. That said, we are at the very beginning of the project when a great deal of attention is placed on demonstrating how this project will fit it and amplify downtown. In a simple rendering no such attention was given or attempt made.

My greatest concern with the current project is what I will call "Shiny Object Condition." The shiny object of the hotel is bright, shiny, and alluring. It has great hopes placed upon it -- hope that it will be a huge boon to downtown and solve so many problems -- money being one of them. With this condition the brightness doesn't allow room for deeper wisdom and foresight to be present. Those abilities are swept to the side -- they get in the way of progress, of holding the shiny object.

This is my significant concern -- the overlay does not adequately address stewarding the rare gem of Petaluma because it does not contain enough guidance on cultural impact, traffic, architectural design and enhancing the historic value of Petaluma, and so on. Those need addressing **first**, untangled from any shiny object so as to be addressed fully. Then, individual projects may be entertained for this location and others.

Please follow wisdom with this and not expediency.

Sincerely,

Adam Klein

...



From: [Constance Bay](#)
To: [-- City Clerk;](#) [-- City Council](#)
Subject: Hotel and Overlay
Date: Tuesday, October 8, 2024 2:52:20 PM

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Hi City Council Members,

What the heck is going on with communication related to the hotel and overlays? We were told the hotel needed to be considered only with the other overlays. We were also informed there was no cost for the EIR's as the developer was paying for everything. Now that the city of Petaluma has paid \$161,000, how did we get the incorrect information previously? Will the city of Petaluma be paying an additional amount to answer the questions the City Council had when moving the EIR forward at last night's meeting? Why can the hotel now be considered by itself?

Is there anything currently going on to hire our own staff to take the place of at least some of the M group employees? I was at a recent event to get more information regarding the general plan for the future. I met an M group employee. It was extremely disturbing to say the least, when she informed me it is best to have planners who do not live in the city, so there is no emotional component to any of their decisions as the city is not their home. But this is our home! I do want people who live here and have an emotional attachment to our town. What are your thoughts on this?

I am hoping that you can provide some additional information to help me understand how all of this happened? If the city council had voted not to move the EIR ahead, Would that have saved the City of Petaluma some money? I hope to hear some information back regarding all of these questions and thank you so much in advance.

Constance Bay

Draft EIR Downtown Overlay EKN Hotel EIR comments to CC

The “Draft EIR” is a complete sham when it represents to “evaluate the California Environmental Quality Act”. The 414 pages essentially only address the EKN Hotel and not the broader aspects of rezoning a huge portion of the town, the proposed “Overlay” to the detriment of local residents.

This “Analysis” is the agenda pushed forward by the “M” group and supported by the majority of City Council. There is no rush to expedite any changes at this time. The exceptions are under the guise and on the coattails of the 2025 General Plan and prior to the November City Council elections and probable change in council members. The “less than significant cumulative impact” in the majority of categories was a foregone conclusion and a green light.

Citizens were promised to have a full EIR completed taking into consideration a full build out based on the parameters including height and density as proposed. There is no current need for retail business in the downtown area as outlined in the separate City of Petaluma Report. Information I and other citizens have requested from the “M” Group and the City Managers’ office relative to the existing vacant site downtown have not been provided. Per “Applicant Objectives” #1 ES-3 there is no current need for a hotel in Petaluma when hotel occupancy is 60%. No decisions should be made at this time pending completion of the public comment period of October 21.

The refrain for analyzing the proposed Overlay is only the vague terminology with no analysis there may be “Cumulative Impact reasonably foreseeable in the future development under the proposed Overlay”. This is not a full EIR. We should be ‘analyzing” in its entirety anticipating a re-zoning within this area will, in fact, be built out if eligible to do so in the future. The City has expended \$161,000 of taxpayer monies undisclosed to the public for a report that does not complete its purpose.

The Downtown “Housing” and Economic Opportunity Overlay was only ever a ruse to obtain planning permission for the EKN Hotel and to garner support for additional housing. There is no need for housing and not in the downtown area because the Housing Element has already been completed for the General Plan 2025. In the event there are projects put forward in the future these can be evaluated on their own merits.

The “M” Group should understand planning regulations and the applicable regulatory compliance. It is willfully negligent by withholding key information to the public. The City of Petaluma and First Carbon Solutions have a duty to disclose applicable rules and regulations that will directly impact any proposed development. This includes SB35 Affordable Housing, SB330 Housing Crisis Act, SB2097 eliminates local parking requirements, 65915 (d) 2(D) Density Bonus Laws. Essentially these, and many more, can change any decisions made locally and imposed by the State of California. The limitations of building height, occupancy density shown in this report will be eliminated. Any future development within the “Overlay” will not be “subject to CUP and SPAR” locally and local citizens will not have their interests represented. The City Attorney has

refused to provide a legal opinion on the impact of these laws to affirm or deny to the public that there are changes which can be affected by other entities and not within the control of the City of Petaluma and its Council on the Overlay.

This is the first time citizens have been made aware of the "Parking Assessment District" which essentially does not require any property owners (in the District aka the Overlay) to provide on-site parking. Coincidentally, the City has never completed their analysis of parking in the downtown area. This significantly impacts local residents and businesses whose customers rely on their own transportation for their retail purchases. The only issue to consider at this time is the EKN Hotel. The bulk of the "EIR" involves significant redundancies, multiple duplications of information already contained within the NOP and all prior documents. It is incomplete, contains many inaccuracies with generic and vague terminology all to "fit the criteria

The extensive public feedback, inaccurately summarized on pages 1-3 to 1-10 are only a fraction of the negative feedback clearly outlining this is not a desirable project. Two of the key issues were Aesthetics and Historical Preservation

Impact AES-3: Page 129 Code 3.1.22 *Historic Commercial District Zoning Plan* outlines that any buildings should be "harmonious with the surrounding area, appropriately scaled, and maintains and enhances the unique cultural and historic resources of the City". This EKN Hotel clearly does not. The photographs reflecting the proposed building from different vantage points clearly indicate the structure is incompatible with the surrounding buildings. It dwarfs the commercial historical buildings downtown and will overlook the "A" street Residential District behind it towering over the 1 and two storey structures. The aerial view of the Historical Structures higher than the proposed hotel are, in fact, historical and should be preserved. They cannot be compared to a square box objective/ The Hotel would also, more importantly be "imposing on the surroundings."

Similarly, the report does not provide any objective standard for the "Preservation of the Cultural and Historic Environment". The Hotel would definitely "impact the Historic District's ability to convey its significance." By its shape and size and clearly demonstrated by the photographs.

Isabelle Beardsworth
October 7 2024

From: [Joan Cooper](#)
To: [-- City Clerk](#)
Subject: Public Comment - City Council
Date: Monday, October 7, 2024 5:59:57 PM

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It is troubling to find out that the hotel developers proposing to build a hotel in Petaluma's historic district have defaulted on their loan and left a mess- chain link fence surrounding a trashed lot and boarded up historic hotel property in the Lake Tahoe area.

Not a very dependable partner for the City of Petaluma to rely on. If their finances go south on this Petaluma project will they likewise walk away from Petaluma?

The City Council should move on to a more honest partner- not a developer who defaults on a loan.

Joan Cooper
[REDACTED]

From: [Julia Cort](#)
To: [-- City Clerk](#)
Subject: EKN Hotel Bad Idea
Date: Monday, October 7, 2024 5:01:45 PM

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Dear city council.


Please do not move forward with the DEIR for the hotel and overlay.
The general public in Petaluma don't want it.
Please listen to your constituents.

Environmental problems...

There is not enough room for parking for the hotel guests, restaurant guests, staff and delivery people.
What about the benzene exposure from the gas tanks?
And what happens when they hit water digging for underground parking?

Regards.
Julia Cort

Julia Cort 

From: [Loretta M](#) 
To: [-- City Clerk](#)
Subject: hotel and overlay a very bad idea
Date: Monday, October 7, 2024 6:52:24 PM

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City council...

As OUR elected representatives, It is your responsibility to listen to your constituents. Most Petalumans are against the hotel and the overlay. Please do NOT move forward with the DEIR.

There are too many environmental issues with this project:

*Insufficient room for all the parking that is needed for: guests of both the hotel and restaurant; the staff who work there and all the different deliveries that will be made.

*The issues stemming from the gas tanks and the benzine exposure.

*If there is underground parking: what will happen when digging down so deep, water is hit??

*Not to mention the financial issues this Developer is having?

Regards,
Loretta Mateik

From: [sherry sandberg](#)
To: -- City Council
Cc: [Marian Parker](#); [Olivia thompson](#)
Subject: Tonight's cc meeting on advancing EIR process
Date: Monday, October 7, 2024 11:57:18 PM

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After watching most of this meeting online, I really am convinced that the council members are out of touch with the problems inherent in this process. You appear to be like spiders stuck in your own web. Here are my questions for you. Honest and direct answers would be appreciated.

1. Is it true that the hotel applicant was told by the city planning staff that their hotel could not be approved unless a zone change was made? FYI this is what the EKN developer said to their audience at the Brooks Note meeting last year.

2. Are you planning to bring the planning department back in house? If so, when? I understand this could not happen all at one time, but a plan for this should have begun last year. What are your plans? What is the timeframe for completion? If you have no such plan, please share that asap. I'll share your plans for continued possible COI with the rest of our town in any way I can.

3. Where's the beef? You throw around numbers without documentation. It's like the false "cost benefit analysis" you published showing keeping the M Group versus bringing planning in house. Your "cost analysis" defined no benefits. Some of you say that the hotel will bring \$700k per year in tax revenue. Show me the CBA for that. You need to show lost tax revenues (ie from other businesses) and expenses as well as revenues from having this hotel & overlay. We have a right to know this. It's out money you're spending.

4. I have listened to so many neighbors who are smart, educated, experienced and dedicated. They keep showing up to cc meetings and taking part in this process because they care about keeping the good parts of this town as well as making it better. WILL YOU LISTEN TO THEM?

Don't just call them names (that's really NOT your job). I've experienced 2 council members saying me and my neighbors are "just clutching at pearls" "conspiracy theorists" "stuck in the past" "allergic to change". BTW those accusations are sexist, ageist and unfounded. That is no way to speak to or about your constituents and you should all know better. As demonstrated by tonight's commenters, your constituents do have vision, are articulate about what they want and are not stuck in anything.

Please try to remember that you work for us.
Thank you for your time and hopefully for listening.

Sherry Sandberg
District 6 voter

Please find UNITE HERE Local 2's DEIR comment attached, as well as the supporting VMT implementation plan.

Best,

Sonya Karabel

Researcher

UNITE HERE Local 2 & 49

[REDACTED]

City of Petaluma Community Development Department
Olivia Ervin, Principal Environmental Planner
City of Petaluma
11 English Street
Petaluma, CA 94952

BY EMAIL

Dear Ms. Ervin,

Thank you for the opportunity to comment on the Draft Environmental Impact Report for the City of Petaluma Downtown Housing and Economic Opportunity Overlay and EKN Appellation Hotel Project. We are writing to request that the EIR be revised to consider a housing-only (no-hotel) alternative and to more thoroughly consider the transportation-related greenhouse gas impacts of the proposed hotel. We believe the analysis of the potential greenhouse gas impacts of the hotel is inadequate and that a transportation demand management (TDM) plan must be developed to mitigate these impacts.

UNITE HERE Local 2 is the hospitality workers' union in the greater Bay Area, and we represent hundreds of hotel workers in Sonoma County, including the workers at the largest hotel in Petaluma. Our members are among the working-class residents of the Bay Area, largely people of color, who are most affected by the region's severe housing affordability crisis and who are likely to be most affected by natural disasters and other consequences of climate change. Our members are also naturally very familiar with the operation of hotels and their various impacts on the environment and the community.

Incentivizing housing development with a no-hotel alternative

In response to the Notice of Preparation, we recommended that the alternatives analysis in the EIR consider a housing-only alternative that would provide additional height allowances for high-density housing, encouraging the development of much-needed housing and creating a climate-friendly, walkable, mixed-use downtown. We are disappointed that the Draft EIR does not evaluate this alternative. We believe that allowing uses other than housing, such as the proposed EKN Appellation Hotel Project, to take advantage of the increased height offered in the overlay will reduce the overlay's effectiveness at encouraging housing development.

Based on feedback at a June 2023 Planning Commission and Historic Commission study session, city staff directed the applicant team to “consider how residential development could be incentivized in the proposed zoning overlay.”¹ Property owners and developers are more likely to develop higher density housing if that is the most lucrative use of their property. An overlay that required taller projects to include housing would help create this incentive. As currently proposed, the overlay may incentivize hotel development at the expense of sorely needed housing.

Climate impacts of hotels

We also believe that the EKN hotel project and other potential higher-intensity hotel development allowed by the project would make the overlay significantly less climate friendly. There is no doubt that the development of housing in commercial areas near transit encourages the use of walking, biking, and transit rather than automobiles. This is why Petaluma’s VMT Implementation Guidelines² allow for the presumption that projects within a half mile of a major transit stop will not have significant climate impacts due to vehicle miles traveled.

However, this logic may be significantly less applicable to hotel guests than to residents or employees. While residents of housing developments within the overlay zone may be very likely to use SMART or other transit or to walk or bike to nearby destinations, and hotel employees may be likely to use SMART or other transit to get to work, it is very unlikely that many hotel guests will drag their luggage roughly half a mile from the SMART station to the proposed hotel. This is one more reason that the city should consider a housing-only overlay rather than approving additional height for the proposed EKN hotel and other potential hotel projects.

Transportation demand management plan required

The alternatives analysis in the Draft EIR justifies the dismissal of various potential alternatives on the basis that the proposed project will have no significant environmental impacts, and therefore the alternatives are not needed to reduce any significant impacts. While a no-hotel alternative is not mentioned at all in the analysis, the same logic would presumably apply to argue that consideration of a no-hotel alternative is unnecessary.

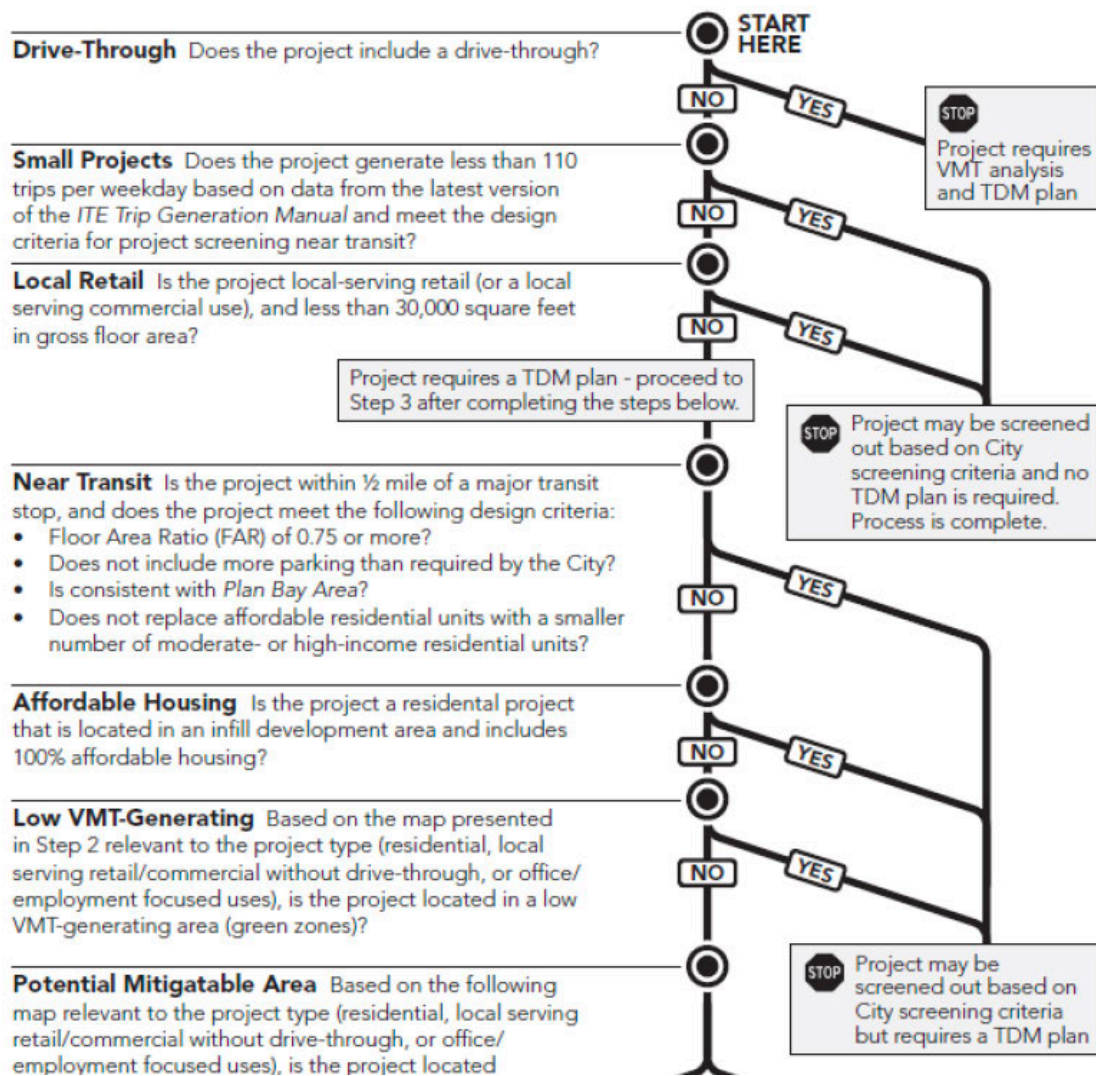
¹ [Staff report for November 13, 2023 Planning Commission and Historic and Cultural Preservation Committee meeting](#)

² Fehr & Peers, *Senate Bill 743 Vehicle Miles Traveled Implementation Guidelines Final*, Prepared for: City of Petaluma, July 202.

However, this argument may not apply if the greenhouse gas and transportation analysis had been conducted consistently with the city's VMT Implementation Guidelines. As noted repeatedly in both the Draft EIR and the Initial Study, these guidelines allow the city to screen out projects that are within a half mile of a major transit stop, exempting them from further VMT analysis. However, such projects are still required to include a transportation demand management (TDM) plan unless they are retail projects under 30,000 square feet or small projects expected to generate fewer than trips per weekday.³ (See the image below taken from the VMT Implementation Guidelines.) No such plan is mentioned in either the Draft EIR or the Initial Study.

³ The greenhouse gas and transportation studies of the conducted for the Initial Study project 966 daily trips attributable to the hotel project.

Figure 2: Transportation CEQA Process



In addition to screening out the project on the basis of proximity to a transit stop, the *Traffic Impact Study for the Petaluma Appellation Hotel Project* attached to the Initial Study argues that a new hotel project is likely to have no impact on vehicle miles traveled because the hotel's guests would have stayed somewhere else in the area if the proposed hotel were not built. This argument is speculative and appears to be unsupported by any data. It is also inconsistent with the stated project objective "to address current and future unmet demand for lodging," and the Appellation's claim that it would occupy a "unique position in the market."⁴ We urge the city not to rely on such baseless speculation in assessing the potential greenhouse gas impacts of the project.

⁴ [Appellation Hotels Website](#)

In conclusion, we request that the EIR be amended to include a proper VMT and greenhouse gas analysis of the proposed hotel and that a TDM plan be included as a required mitigation. We also encourage the city to consider a housing-only overlay without the proposed hotel in order to more effectively incentivize housing development and better accomplish the city's climate goals.

Senate Bill 743 Vehicle Miles Traveled Implementation Guidelines Final

Prepared for:
City of Petaluma

July 2021

SF19-1023



FEHR  PEERS

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Appendices

Appendix A: Trip Length Adjustments for SB 743 VMT Analysis

Appendix B: CEQA VMT Transportation Impact Analysis Guidelines

Appendix C: Methodologies to Quantify VMT Reductions

Appendix D: CAPCOA Guidance on Combining TDM Strategies



Executive Summary

This report summarizes the recommendations and outcomes of the City of Petaluma's efforts to implement vehicle-miles traveled (VMT) as the California Environmental Quality Act (CEQA) Transportation analysis metric, pursuant to Senate Bill 743 (Steinberg, 2013) and corresponding updates to the CEQA Guidelines effective April 2019. Per Senate Bill 743, congestion-related metrics such as automobile Level of Service (LOS) shall no longer be used in CEQA Transportation analysis for land use projects; instead, VMT has been identified as the most appropriate metric for the evaluation of CEQA Transportation impacts.

The City of Petaluma's implementation efforts included the formation of a Technical Advisory Committee (TAC) comprised of liaisons from the City Council, Planning Commission, City committees/ commissions (Climate Action Commission, Bicycle and Pedestrian Committee, and the Transit Advisory Committee), City departments, and other regional transportation agencies (Caltrans, Permit Sonoma, and Sonoma County Transportation Authority). As part of three public meetings, the TAC reviewed materials related to key decision points in the implementation process and developed recommendations on how to proceed with implementing VMT for land use project, land use program, and local transportation infrastructure analysis in Petaluma. Additionally, the public was invited to provide feedback at the TAC meetings and via email. Based on their review of key implementation decisions, the TAC recommends implementing the following key decisions for SB 743 in Petaluma:

- **VMT metrics** - *"What VMT should be measured in traffic analyses?"*:
 - *Residential projects*: Total home-based VMT per resident
 - *Office and other employment-focused projects*: Total home-based work VMT per employee
 - *Retail and other commercial service projects*: Total project effect on VMT within a geographic area
- **VMT methods** – *"How should VMT be calculated?"*: Use the SCTA travel demand model.
- **VMT thresholds** – *"At what point does project VMT require mitigation?"*:
 - *For residential projects*: Project total home-based VMT per resident exceeds 83.2% of the citywide average. The City-wide average baseline value applies until such time that the City of Petaluma exceeds the housing allocation for the City as identified in the Sustainable Communities Strategy (SCS) for the Bay Area region; if the City exceeds the SCS housing allocation, the nine-county Bay Area regional average applies.¹

¹ The SCS housing allocation limit is suggested by the California State Office of Planning and Research (OPR) in the *Technical Advisory on Evaluating Transportation Impacts in CEQA* as when the use of a citywide average becomes inappropriate for the evaluation of CEQA VMT impacts (in favor of the Bay Area regional average).



- *For office and other employment-focused projects:* Project total home-based work VMT per employee exceeds 83.2% of the nine-county Bay Area regional average.
- *For retail and other commercial service projects:* Project results in a net increase in VMT over the geographic area that the project influences.
- *For mixed-use and other projects:* Project components should be analyzed using the relevant thresholds for residential, office/employment-focus, or retail/commercial service projects. The benefit of a mix of uses on-site can and should be included in the analysis.
- *For transportation projects:* Project results in induced travel and an increase in citywide VMT.
- *For redevelopment projects:* Project results in increased VMT versus current land uses. City staff retain discretion to identify the baseline VMT for use in the calculation (i.e. based on current uses or permitted uses).
- **VMT screening criteria** – “What projects may qualify for bypassing the VMT analysis process?”:
 - *Small Projects:* Projects that generate or attract fewer than 110 trips per day, which is equivalent to a 15-unit residential project or a non-residential project of 10,000 square feet or less. Local-serving retail projects of less than 30,000 square feet may be screened on the basis that they may attract trips that would otherwise travel longer distances.
 - *Projects in Low-VMT Area:* Residential and office/employment-focused projects that are in low-VMT areas (based on adopted VMT thresholds of significance) that are similar in similar to nearby developments in terms of density, mix of uses, and transit accessibility.
 - *Projects in Proximity to a Major Transit Stop:* Projects within one-half mile of an existing or planned high-quality transit corridor or major transit station. Several additional criteria related to site design, parking supply and consistency with regional transportation plans must be met in order to qualify for this screening opportunity.
 - *Affordable Housing in Jobs-Rich Areas:* Projects that include 100 percent affordable housing that are located in infill locations and areas with a high jobs-housing imbalance.
 - *Transportation Projects:* Transit, bicycle, and pedestrian projects, and roadway maintenance projects that do not result in an increase in vehicle capacity or VMT.
 - Projects including a drive-through component would be precluded from qualifying for screening out of VMT analysis process.
 - City staff retains discretion to deny the use of screening if substantial evidence exists that screening is not appropriate for a given project.
- **VMT mitigation options** – “How should a project mitigate a significant impact?”:
 - *Near-Term:* Perform mitigation on a project-by-project basis using available TDM effectiveness research. TDM strategies related to promoting transit usage, active transportation, and more sustainable parking strategies should be prioritized.



- *Medium-Term:* The City should investigate and implement citywide TDM programs and fund these programs through developer fees.
- *Far-Term:* The City should coordinate with SCTA and other agencies in Sonoma County to develop a VMT mitigation banking program, should pilot programs in Contra Costa County and Southern California prove successful.

Pursuant to Section 15064.7 of the CEQA Guidelines, the VMT thresholds of significance will be adopted by the City Council as part of an ordinance, resolution, rule or regulation. The City will review the thresholds of significance after completing the City of Petaluma's General Plan and Climate Action Plan and update these thresholds if they are inconsistent with the City's goals for reducing greenhouse gas and VMT.



1. Introduction

On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743 into law and started a process intended to fundamentally change transportation impact analysis as part of California Environmental Quality Act (CEQA) compliance. These changes include elimination of *auto delay*, *level of service (LOS)*, and *other similar measures of vehicular capacity or traffic congestion* as a basis for determining significant impacts. Amendments and additions to the CEQA Guidelines eliminate auto delay for CEQA purposes and identify vehicle miles traveled (VMT) as the preferred CEQA transportation metric. Therefore, the City of Petaluma carried out a public process to select VMT analysis methodologies, set new VMT thresholds for transportation impacts, and determine what mitigation strategies are most feasible.

This report:

- Provides an overview of SB 743 and related policies and how VMT may be measured
- Discusses the public review and adoption process undertaken by the City of Petaluma
- Discusses alternatives for VMT measurement methods and thresholds
- Recommends VMT methods and thresholds for Petaluma, based on feedback from the City's Technical Advisory Committee formed for this SB 743 implementation effort
- Uses recent projects in Petaluma to demonstrate how these methods and thresholds would be used
- Recommends transportation demand management (TDM) strategies for reducing VMT on projects in Petaluma
- Provides information on considerations resulting in future updates to the recommendations in this document



2. Background

This chapter summarizes SB 743 and related policies and discusses how VMT may be measured.

2.1 Definitions

CEQA refers to the California Environmental Quality Act. This statute requires identification of any significant environmental impacts of state or local action including approval of new development or infrastructure projects. The process of identifying these impacts is typically referred to as the environmental review process.

LOS refers to "Level of Service," a metric that assigns a letter grade to network performance. The typical application of LOS in Petaluma is to measure the average amount of delay experienced by vehicle drivers at an intersection during the most congested time of day and to assign a report card range from LOS A (fewer than 10 seconds of delay for signalized intersections) to LOS F (more than 80 seconds of delay for signalized intersections). The City of Petaluma's LOS standard (as identified in the General Plan) is LOS D.

VMT refers to "vehicle miles traveled," a metric that accounts for the number of vehicle trips generated and the length or distance of those trips. For transportation impact analysis, VMT is commonly expressed as total VMT, total VMT per service population (residents plus employees), home-based VMT per resident (or capita), and home-based work VMT per employee for a typical weekday.

2.2 VMT Policy Overview

On September 27, 2013, Governor Jerry Brown signed SB 743 into law and started a process intended to fundamentally change transportation impact analysis as part of CEQA compliance. These changes include elimination of *auto delay*, *LOS*, and *other similar measures of vehicular capacity or traffic congestion* as a basis for determining significant impacts. The California Natural Resources Agency has issued amendments and additions to the CEQA Guidelines reflecting these changes (<http://resources.ca.gov/ceqa/>). The changes eliminate auto delay for CEQA purposes and identify VMT as the preferred CEQA transportation metric.

The Governor's Office of Planning and Research (OPR) has also issued supporting information entitled *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018) (<http://opr.ca.gov/ceqa/updates/sb-743/>), providing additional information on assessing VMT and setting significance thresholds.



The focus of SB 743's changes can be found in the following two legislative intent statements:

1. Ensure that the environmental impacts of traffic, such as noise, air pollution, and safety concerns, continue to be properly addressed and mitigated through the California Environmental Quality Act.
2. More appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions.

These statements are important because they provide direction to OPR and to lead agencies. For OPR, the direction is largely about what new metrics should achieve. For lead agencies like the City of Petaluma, the direction is about expected changes in transportation analysis plus what factors to consider for significance thresholds.

SB 743 does not prevent an agency from continuing to analyze delay or LOS as part of other plans (i.e. a general plan), fee programs, or ongoing network monitoring, but these metrics will no longer constitute the sole basis for CEQA impacts. Agencies determining that continued use of vehicle LOS is an important part of transportation analysis can still use vehicle LOS outside of the CEQA process. The most common applications will likely occur for jurisdictions wanting to use vehicle LOS to size roadways in their general plan or determine nexus relationships for their impact fee programs. Jurisdictions can also continue to condition projects to build transportation improvements through the entitlement process in a variety of ways, such as using general plan consistency findings.

The changes to the CEQA Guidelines identify automobile² VMT as the preferred CEQA transportation metric and, upon their certification on December 28, 2018, eliminated use of auto delay and LOS statewide for CEQA transportation analysis. The new guidelines and the OPR technical advisory include specifications for VMT methodology and recommendations for significance thresholds and mitigation. As noted above, SB 743 requires impacts to transportation network performance to be viewed through a filter that promotes *"the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses."* VMT can help identify how projects (land development and infrastructure) influence accessibility (i.e., lower VMT may indicate increased multimodal access to places and people) and emissions, so its selection is aligned with the objectives of SB 743.

Caltrans routinely reviews CEQA documents for local agency development projects. In this role, Caltrans is either a commenting agency or a responsible agency under CEQA (see CEQA §21069) and sets expectations for adequate analysis of the State highway system. Caltrans recently released an update to

² Automobile includes passenger cars and light trucks. However, OPR's Technical Advisory allows VMT analysis to include all vehicles (i.e., commercial trucks) for calculation convenience purposes.



their Transportation Impact Study Guide (TISG) (<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>). Key points from this draft include the following:

- Caltrans recommends use of OPR's recommended thresholds for land use projects.
- Caltrans supports CEQA streamlining for land use projects in transit priority areas and areas with existing low VMT, as described in OPR's *Technical Advisory*.
- Caltrans recommends following the guidance on methods of VMT assessment found in OPR's *Technical Advisory*.
- Caltrans comments on a CEQA document may note methodological deviations from those methods and may recommend that significance determinations and mitigation be aligned with state GHG reduction goals as articulated in that guidance, California Air Resources Board's (ARB's) *2017 Climate Change Scoping Plan Update: The Strategy for Achieving California's 2030 Greenhouse Gas Target* (2017), and related documentation.
- In rural areas, Caltrans may request VMT-reducing strategies for the rural area be included programmatically, including at the General Plan level, for example. Caltrans will also recommend establishment of programs or methods to reduce VMT and support appropriate bicycle, pedestrian, and transit infrastructure, services or incentives.

If a lead agency chooses a different threshold, but want to provide information to more directly satisfy potential Caltrans comments, they may have to complete more than one impact analysis.

In July 2020, Caltrans released interim guidance to its districts on how to review potential safety impacts for projects that affect the state highway system (<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-07-01-interim-lidgr-safety-guidance-a11y.pdf>). Similar to VMT analysis, safety analysis for CEQA purposes is a rapidly evolving topic. While the focus of the SB 743 is on implementing VMT for CEQA, it is recommended that the City also review how Caltrans's safety analysis guidance may affect environmental documents in the future given the presence of US 101 and State Route 116 (Lakeville Highway) in the City. It is expected that Caltrans will apply this guidance when reviewing activities that affect Caltrans facilities. As such, it is recommended that the City require safety analysis for projects that add trips to the state highway system in the future; safety analysis methods and criteria will be developed as part of a future implementation effort (i.e. after VMT is implemented).

2.3 VMT Adoption Process Overview

CEQA Guidelines Section 15064.7 governs the establishment of thresholds of significance for CEQA analyses. For the purposes of the adoption of VMT-based CEQA Transportation analysis thresholds of significance, the following subsections are of particular note.



(b) Each public agency is encouraged to develop and publish thresholds of significance that the agency uses in the determination of the significance of environmental effects. Thresholds of significance to be adopted for general use as part of the lead agency's environmental review process must be adopted by ordinance, resolution, rule, or regulation, and developed through a public review process and be supported by substantial evidence. Lead agencies may also use thresholds on a case-by-case basis as provided in Section 15064(b)(2).

(c) When adopting or using thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence.

The City of Petaluma has undertaken a public review process to inform adoption of general use VMT thresholds at a City Council meeting through the passage of an ordinance, resolution, rule or regulation. A critical component of the public review process has been the formation of a Technical Advisory Committee (TAC), which was comprised of the following members:

- Appointed Council and Commission Liaisons
 - D'Lynda Fischer – Vice Mayor, Council Liaison
 - Sandi Potter – Planning Commission Liaison³
 - Sean Walling – Pedestrian and Bicycle Advisory Commission Liaison
 - Panama Bartholomy – Climate Action Commission Liaison
 - Dave Alden – Transit Advisory Committee Liaison
- Petaluma City Staff Liaisons
 - Gina Benedetti-Petnic – City Engineer
 - Jeff Stutsman – Traffic Engineer
 - Jared Hall – Transit Manager
- Other Agency Liaisons
 - Chris Barney – Sonoma County Transportation Authority
 - Gary Helfrich – Permit Sonoma
 - Andrew Chan – Caltrans

Three public meetings with the TAC occurred over the course of the adoption effort, including on June 18, 2020, July 30, 2020 and March 30, 2021. TAC members discussed the various options for implementation of SB 743 and adoption of VMT-based CEQA thresholds of significance. Members of the public were also invited to make public comments, consistent with typical procedures associated with public meetings governed by the Brown Act. The recommendations of the TAC are summarized in the next chapter of this report.

³ Patrick Streeter served as Planning Commission Liaison for the June and July 2020 TAC meetings. Sandi Potter served as Planning Commission Liaison for the February 2021 TAC meeting.



2.4 VMT Assessment Overview

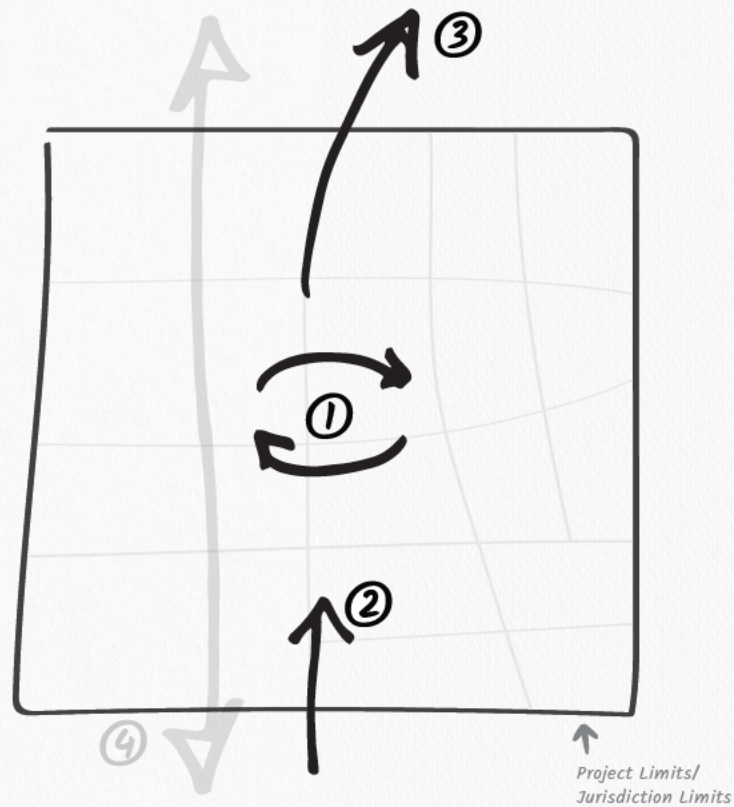
VMT can be measured in a variety of ways depending on whether the intent is to capture the amount of vehicle travel generated by a project (i.e., number of vehicle trips multiplied by their corresponding trip lengths) or a project's effect on VMT within a defined study area. Project effect information is more meaningful for VMT analysis because land use projects and land use plans often influence the vehicle travel associated with neighboring land uses. **Figure 1** illustrates the difference between these two types of VMT.

VMT is a preferred metric for environmental effects because it captures how a project influences the environment related to fuel consumption and emissions while also serving as an indicator of potential impacts to pedestrians, bicyclists, transit riders, and travel safety.

VMT growth associated with land use and transportation projects is part of adopted regional transportation plans (RTPs) and general plans. These plans typically consider the acceptability of VMT growth at a cumulative or programmatic level. Additional VMT reduction may be achieved at the project level especially through TDM strategies, which are not fully accounted for in regional level travel forecasting models.

Although VMT is focused on vehicle travel, the goal of reducing per capita VMT growth rates leads to an emphasis on the effects of development patterns (e.g., land use mix and density) together with pedestrian, bicycle, and transit infrastructure. These factors have an impact on the number and length of vehicle trips. Efforts to reduce VMT may also include TDM strategies that encourage more efficient forms of travel or vehicle use.

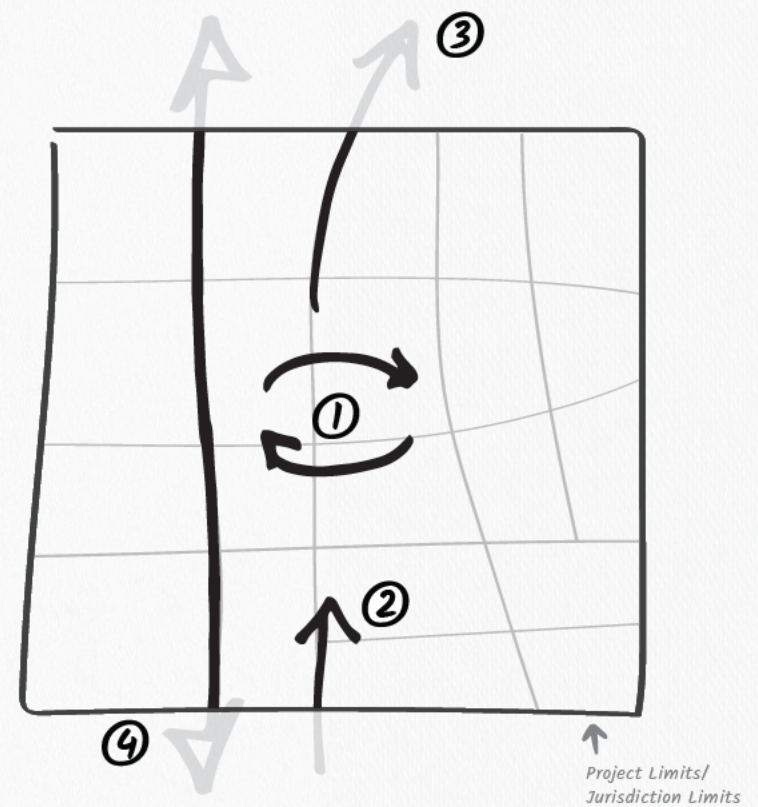
Project Generated VMT



- ① 2x Internal to Internal (IX) VMT
- ② External to Internal (XI) VMT
- ③ Internal to External (IX) VMT
- ④ External to External (XX) VMT

Notes: External to External (XX) trips are excluded from this VMT metric.
Adjustments to project generated VMT made to include the full length of trips that leave the jurisdiction to capture inter-jurisdiction travel.

Project Effect on VMT (Boundary VMT)



- ① Internal to Internal VMT
- ② External to Internal (XI) VMT
- ③ Internal to External (IX) VMT
- ④ External to External (XX) VMT

Notes: Boundary VMT is all the VMT on the streets within the Project Limits / Jurisdiction Limits.



Figure 1
Measuring Vehicle Miles Traveled (VMT)



2.4.1 VMT Metrics

Metrics refer to the types of VMT that are captured in the calculations to be performed as part of the CEQA process. For example, trip types can be broken down by trip purpose, such as home-work, home-other and other-other (i.e. trips with neither a start nor end at a residence). Because the CEQA Guidelines focus analysis on (personal) automobile trips, OPR has given guidance (in the *Technical Advisory*) that metrics for most residential and office (i.e. employment-focused) projects should analyze the portion of the VMT attributable to a project that is focused on travel by personal automobiles. Further, the partial VMT calculated should be divided by the number of residents or employees to arrive at a per capita efficiency metric to provide a point of comparison between the project being analyzed and other similar developments in the city or region

New land use projects accommodate population and employment growth; this growth generates new VMT (e.g., a new office building resulting from a land use rezone will generate new vehicle trips and VMT). Whether a project contributes to a more efficient land use pattern (i.e., one that requires less vehicle travel compared to similar land uses) can be determined by using a VMT efficiency metric. Efficiency metrics express a total increase in VMT relative to the increase in residents and employees (VMT per resident, or VMT per worker). Total project-generated VMT as a stand-alone metric tends to be more relevant as an input to Air Quality, Greenhouse Gas, and Energy consumption impact analysis.

VMT efficiency metrics can be further disaggregated into specific types of VMT and populations, such as considering only the VMT generated by residents making trips to and from home. Each of the VMT efficiency metrics listed below addresses a slightly different question in terms of impact analysis. **Table 1** (presented below) also provides a primer on what types of VMT are captured under each category.

- **Home-based VMT per resident** measures VMT generated by trips that have an origin or destination at a home location and reflects how close households are to common destinations, as well as the available transportation options. Because the trip type is specific to local residents, it helps compare residential projects across different locations. However, it omits many different trip types (such as a trip made from a work location to a retail location or trip made by a delivery driver to a residence) and is considered a “partial” VMT metric.

Answers the question: Do people living here drive more or less on average compared to other places?

- **Home-based work VMT per employee** reflects how close a workplace is to places where employees live. Because the trip type is specific to work trips, it helps compare office or other employment projects across different locations. However, it omits many different trip types (such



as a trip made by an employee traveling from work to the grocery store) and is considered a "partial" VMT metric.

Answers the question: Do people working here drive more or less during their commutes compared to workers in other places?

- **Total project-generated VMT per service population** provides a more comprehensive understanding of VMT than the home-based per resident or home-based per employee, which are partial VMT metrics. By taking the total VMT to and from a project or geographic area and dividing it by the total number of residents *plus* the total number of employees, a comparison of how VMT intensive the project is as a whole can be made. For example, this metric would capture delivery trips to and from residences and businesses, which may be a substantially more considerable VMT source in the coming years.

One caveat for total VMT per service population is that employment-based uses generate more total VMT than non-employment uses, so projects with more employment may have a higher VMT rate by this metric. Further, the VMT associated with employees also includes VMT generated by visitors and customers. Retail and commercial land uses, therefore, generate disproportionately higher levels of VMT per employee.

Answers the question: Is this area or project as a whole more or less VMT intensive than other places?

- **Total project effect on VMT** assesses whether a project would cause a net increase or net decrease in VMT within the boundary of a geographic area, compared to a no project condition. Because the total project effect on VMT does not hinge on the ratio of residents to employees, it provides the most direct way of understanding how development would change local travel patterns. To reflect a project's effects, the boundary area should include full trip lengths and not be truncated at political or model boundaries.

Answers the question: What effect would building this project have on the way people travel in Petaluma/Sonoma County/and the region? Would there be a net increase or net decrease in regional VMT compared to building a similar project elsewhere?

These potential VMT metrics were submitted to the TAC for review and discussion and to facilitate the development of a recommendation for adoption. TAC recommendations for adoption are presented in **Section 3.1** of this report.



Table 1: Illustration of Common Types of VMT

| Vehicle Trip Type Examples | Included in Home-Based VMT? | Included in Home-Based Work VMT? | Included in Total VMT? | |
|--|-----------------------------|------------------------------------|-----------------------------|------------------------------|
| | | | Petaluma Land Use Generated | Boundary Method ¹ |
| A Petaluma resident drives directly from home to their workplace | X | | X | X |
| A Petaluma employee drives directly from home to work | | X | X | X |
| A Petaluma resident drives their child from home to soccer practice | X | | X | X |
| A Petaluma resident drives their child from school to soccer practice | | | | X |
| A Petaluma employee drives from work directly to the grocery store | | | X | X |
| A San Rafael resident drives from home to Santa Rosa through Petaluma, using US 101 or using city streets. | | | | X |
| A Novato resident travels to Downtown Petaluma to eat out | | | X | X |
| A South San Francisco resident travels to the Petaluma to visit a family member who resides there | | | X | X |
| Amazon delivers to a resident of the Petaluma | | | X | X |
| Amazon delivers to an employer in the Petaluma | | | X | X |
| OPR recommendation for use? | Residential Projects | Employment-Focused Projects | Not Recommended | Retail Projects |

1. Boundary method VMT assumes that SCTA model trip lengths at the boundaries of Sonoma County are appropriately calibrated for these trips.

Source: Fehr & Peers, 2020

2.4.2 VMT Methods

VMT methods refer to the manner in which VMT is calculated for project analysis purposes. For cases in which a project is not screened from a quantitative VMT analysis, a consistent methodology for calculating VMT should be developed. Travel forecasting models such as the Sonoma County Transportation Authority (SCTA) travel model are the most appropriate method for calculating VMT since they can produce forecasts for the project's effect on VMT and account for changes in travel behavior.



The matrix in **Table 2** (presented on the next page) contains a comparison of three travel forecasting models with geographies that overlap with Petaluma. These models include the City of Petaluma model, the SCTA model, and the Metropolitan Transportation Commission (MTC) model. The matrix includes relevant evaluation criteria for each model and compares the applicability of each model for forecasting VMT within Petaluma. As described in the matrix in Table 2, the SCTA travel model was recommended as the forecasting model for producing VMT forecasts in Petaluma. TAC recommendations for adoption are presented in **Section 3.2** of this report.

The SCTA model may be used to calculate the VMT metrics described above if the project is large enough for the model to be sensitive to changes in land use.⁴ Ideally, this would consist of calculating total project-generated VMT, total citywide or County VMT, and VMT per employee/resident for model scenarios with and without the project. Impacts could be assessed based on both efficiency metrics (e.g., home-based VMT per resident) as well as the project's effect on VMT (the total change between no project and plus project scenarios). Because Petaluma is located near the edge of the SCTA model boundaries, VMT reported by the model should be adjusted to account for VMT that extends beyond the model limits (e.g., from Petaluma to San Rafael, which is outside the SCTA boundary). These adjustments should include adding an average trip length for vehicle trips leaving the model area based on data from the Sonoma County Travel Behavior Study, California State Travel Demand Model, the California Household Travel Survey, mobile devices, or the US Census Bureau; the version of the SCTA travel demand model (build date August 2020) has been adjusted for data in the Sonoma County Travel Behavior Study, and thus the VMT estimates from the model generally account for county boundary effects.


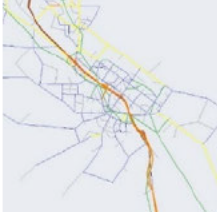



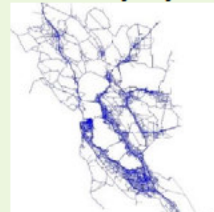
Appendix A describes the general methodologies and data sources for making these adjustments; it is noted that while the SCTA model has been updated to reduce the effects of trip length truncation, the City should encourage preparers of traffic studies to use judgement in determining if the VMT estimates from the model are appropriately accounting for trip lengths across the county boundary.

Mixed-use projects should be analyzed using the SCTA model to assess the project's effect on VMT and report home-based VMT per resident and home-based work VMT per employee for residential and office components, respectively. Home-based VMT per resident may also be useful for other uses with similar travel characteristics, such as hotels or group quarters. Home-based work VMT per employee may be useful for other uses similar to employment, such as schools, universities, etc.

⁴ Model calibration and sensitivity testing should occur as part of any analysis involving travel demand model runs.



Table 2: Petaluma SB 743 Implementation – Travel Forecasting Model Comparison

| Evaluation Criteria | City of Petaluma Model | SCTA Model | MTC Model |
|---|---|--|--|
| Model Structure | 3-Step Trip-Based Model No Mode Split Step | 4-Step Trip-Based Model With Mode Split Step | Activity-Based Model Auto-Ownership Model |
| Calibration Year ¹ | 2007 | 2015 | 2010 |
| Model Detail within Petaluma | High: 383 TAZs and 2,146 Links  | Medium: 82 TAZs and 733 Links  | Low: 9 TAZs and 173 Links  |
| Model Boundaries | Petaluma City Limits  | Sonoma County Limits  | Nine-County Bay Area  |
| Level of Petaluma Trips Truncated at Model Boundaries | High: All trips leaving Petaluma City Limits are truncated. | Low: All trips leaving Sonoma County limits are truncated, however Big Data is used to account for the truncated portion of trips. | Low: Only trips leaving Nine-County Bay Area are truncated. |
| Model Run Time | <1 hour | ~1 hour | ~24 hours |
| Key Limitations Requiring Action | Updated model calibration and validation is necessary to accurately assess VMT impacts. The update would require substantial time and cost. | Modelers should review model trip lengths to confirm capture of full length of trips | Model sensitivity to local project land use changes is untested. Changing model inputs for land use projects requires substantial time and cost. |
| Recommendation | Not Recommended: - High level of truncated trips - Model requires substantial update and recalibration - No mode split step | Recommended: - Petaluma is member agency - Most recent calibration - Supplemented with empirical data (i.e., Big Data) - SCTA has consistently provided model maintenance and updates | Not Recommended: - Coarse model detail in off-the-shelf version - Unknown model accuracy and sensitivity for local projects - Time consuming to make land use changes - Long run time |

Source: Fehr & Peers, 2020.

Notes: 1. Model should be calibrated within the past five years.



Some land use components (e.g. retail, restaurant, entertainment, recreation) may be assessed qualitatively if they serve primarily local trips. Particularly for retail uses, a qualitative discussion of how the uses would primarily serve local trips may be adequate to determine the project's effect on VMT. Otherwise, based on guidance in the OPR *Technical Advisory*, retail projects should be assessed based on the project's effect on VMT.

Some projects may not be large enough for the SCTA model to be sensitive to the changes they represent, but too large to qualify for small project screening. In these cases, spreadsheet-based methods based on a VMT generation rate for the project's TAZ may be useful. This method works well when the proposed project is similar to the types of land uses already present in the TAZ (for instance, adding a new multi-family development to a residential zone). If the project is small, and somewhat unique for the area in which it is proposed, additional data may need to be collected.

Other alternatives for assessing the VMT effects of smaller projects are to further validate a sub-area model (which requires additional time and effort for analysis and may be expensive), or to use a sketch planning tool such as CalEEMod or MXD+ that have been modified to reflect trip generation rates and trip lengths consistent with the SCTA model used to set thresholds.

The determination of whether a project requires a qualitative, sketch-level, or model-level assessment will be made during the environmental scoping process.

2.4.3 Baseline VMT

Baseline VMT information is dependent on the time that the project is deemed complete or a Notice of Preparation (NOP) for an environmental document is released, as well as the selected metric(s) and method to be applied for the VMT analysis of a given project. **Table 3** (located on the next page) presents baseline information derived from the SCTA travel demand model for Year 2015 conditions for a variety of VMT metrics. **Table 3** also includes examples of how the baseline VMT information could translate into thresholds of significance based on common threshold choices from agencies throughout California. It is noted that these baseline VMT values are subject to change as time progresses, and that future VMT analyses should carefully consider whether the baseline information in **Table 3** remains applicable and/or is relevant for a given project. For example, the Year 2015 base year model data may be reasonable for use in some parts of Sonoma County due to the effects of the 2017 and 2019 wildfires, as well as the economic and travel behavior effects of the COVID-19 pandemic in 2020.

It is noted, however, that the Year 2015 base year model does not include the effects of the SMART passenger rail system that opened in 2017. While the effects of the lack of SMART passenger rail in the model on VMT estimates are not precisely known, the lack of SMART passenger rail represents a conservative assumption because it assumes more overall driving in the model in the near-term analysis



horizon scenario. By doing so, the model amplifies the VMT effects on projects, thus leading to a more conservative assumption. In the course of a traffic analysis, the City can qualitatively assess how SMART passenger rail affects the VMT calculation or the calculation of the effectiveness of VMT-related mitigation measures.

Table 3: City of Petaluma Baseline VMT by VMT Metric

| VMT Metric | Baseline VMT | VMT Threshold Options | | |
|---|--------------|------------------------|--------------------------|-----------------------------------|
| | | OPR 15% Below Baseline | ARB 16.8% Below Baseline | Any Net VMT Increase ¹ |
| Home-Based VMT per Resident <i>Citywide Average</i> | 19.3 | 16.4 | 16.1 | n/a |
| Home-Based Work VMT per Employee <i>Nine-County Bay Area Average</i> | 22.7 | 19.3 | 18.9 | n/a |
| Total VMT per Service Population <i>Citywide Average</i> | 36.7 | 31.2 | 30.5 | n/a |
| Total VMT within city limits ¹ <i>City generated VMT + pass-through</i> | 1,185,199 | n/a | n/a | 1,185,199 |

Notes:

1. A threshold of any net increase in VMT is most appropriate when analyzing total VMT and the possibility for induced vehicle travel resulting from transportation improvement projects. It may also be useful for assessing retail and other local-serving land use projects.

Source: SCTA Travel Demand Model (August 2020); Fehr & Peers, 2020.

2.4.4 Factors Influencing VMT Estimates and Forecasts

Estimates of current VMT and forecasts of future VMT are inherently dependent on the methodology used. These estimates and forecasts may not account for recent changes in economic activity, or future trends such as greater transportation network company (TNC) use through autonomous vehicles (AVs). Prior to COVID-19, expectations about the influence of these factors is that vehicle travel is likely to increase over time as the human driving function is eliminated, operating and parking costs are reduced, and access to a variety of vehicle types becomes more ubiquitous. Immediate COVID-19 effects that have challenged these expectations include a shift to work-from-home for many office-located jobs, an increased use in online retail and entertainment, and a desire for recreational activities that allow for spacing between individuals. These VMT-suppressing factors may be counteracted in part or in whole by a slow recovery in public transit usage. Ultimately, VMT trends will need to be monitored over time as COVID-19 economic outcomes may dampen these expectations.



2.4.5 VMT Thresholds

The CEQA Guidelines encourage local jurisdictions to adopt significance thresholds intended for general use by resolution or ordinance as part of a public process. Lead agencies also have the option to establish thresholds on a project-by-project basis. Adopting these thresholds through a public process improves transparency and can be used to help educate the public and project applicants about the City's expectations. The City of Petaluma has two primary options for setting a VMT threshold for land use projects and plans: adopt a threshold recommended by another public agency or adopt a jurisdiction-specific VMT threshold.

The State's guidance on thresholds is presented in the OPR *Technical Advisory* and the ARB *California Air Resources Board 2017 Scoping Plan – Identified VMT Reductions and Relationship to State Climate Goals*. The OPR threshold generally requires land use projects to achieve a VMT reduction of 15 percent below the city or regional (i.e. nine-county Bay Area) baseline average depending on the type of land use. The ARB analysis indicates that the VMT threshold would need to be 16.8 percent below the baseline for automobile only VMT to achieve state GHG reduction goals. These points of reference are subject to change over time, however, depending on statewide forecasts of population and travel, as well as economic conditions (e.g. short-term and long-term effects of the COVID-19 pandemic).

Specific OPR guidance for individual land uses is as follows:

- Residential projects – A proposed project exceeding a level of 15 percent below existing (baseline) home-based VMT per resident may indicate a significant transportation impact. Existing home-based VMT per resident may be measured as regional or citywide home-based VMT per resident.
- Office projects – A proposed project exceeding a level of 15 percent below existing (baseline) regional home-based work VMT per employee may indicate a significant transportation impact.
- Retail projects – A net increase in total VMT may indicate a significant transportation impact. This metric reflects the nature of most local-serving retail to distribute existing vehicle trips, rather than generate or induce new vehicle trips.
- Mixed-use projects – Lead agencies can evaluate each component of a mixed-use project independently and apply the significance threshold for each project type included (e.g., residential and office). In the analysis of each use, a project should take credit for internal capture.
- Other project types – Lead agencies, using more location-specific information, may develop their own more specific thresholds, which may include other land use types.
- Redevelopment projects – Where a project replaces existing VMT-generating land uses, if the replacement leads to a net overall decrease in VMT, the project would cause a less than



significant VMT impact. If the project leads to a net overall increase in VMT, then the thresholds described above should apply.

While OPR generally recommends a threshold at 15 percent below baseline levels for residential and office projects, OPR also recommends that any increase in VMT from a retail project be treated as significant. Further, ARB recommends a VMT reduction of 16.8 percent below 2018 levels (for automobile-only VMT) for new development to contribute its fair share to meeting state emissions reduction goals. The ARB threshold is supported by substantial evidence given its direct connection to emissions goals and forecasts.

A key consideration for Petaluma is that the city's current VMT rates for residents and employees are higher than the regional average (Table 1 below), and accomplishing a 15.0 or 16.8 percent reduction (when comparing cumulative VMT for projects to the existing Bay Area VMT average) would require mitigation strategies not previously attempted.

A potential challenge to any VMT threshold is the ARB SB 150 report (2017), which includes evidence that VMT per capita is increasing and, as a result, so are GHG per capita emissions. Furthermore, the thresholds published by ARB and OPR are based on a number of assumptions about future outcomes related to VMT generation of current residents, fuels, electric vehicles, that may not qualify as reasonably foreseeable under CEQA and do not consider the influence of transportation network companies (e.g., Uber and Lyft) and autonomous vehicles (AV) on travel behavior. These sorts of travel trends, if they continue, may contribute to 'other substantial evidence' that must be considered and discussed when making a significance finding. It is noted, however, that the ARB SB 150 report analyzed VMT per capita before the COVID-19 pandemic, and the quantified effects of the pandemic on VMT per capita is unknown at this time.

Caltrans released a draft *VMT-Focused Transportation Impact Study Guide* (February 28, 2020) that recommends use of the OPR thresholds for land use projects and plans. This guidance did not specify whether to use the 15.0 or 16.8 percent below the baseline threshold value (both values are included in the OPR Technical Advisory). The Caltrans Guide also mentions that Caltrans may request additional analysis for transportation projects; standards for those projects are discussed below.

OPR and Caltrans recommend that a net increase in total VMT may indicate a significant impact for transportation projects. Why transportation projects should be treated differently than land use projects is not disclosed or supported by substantial evidence. A net decrease or no change in VMT would be evidence of a less than significant VMT impact.

Projects that reduce or have no impact on VMT include most active transportation projects, road diets, and minor operational changes to local roadways. However, capacity increases (i.e., lane additions) on arterial



roadways or roadways that carry regional traffic have the potential to induce new vehicle traffic, and therefore new VMT. As an example, adding an additional lane on an arterial roadway that reduces delay, may make driving even more competitive than walking, and shift some trips to from walking to driving.

The no net new VMT threshold is the threshold preferred by Caltrans for assessment of impacts to Caltrans facilities and recommended in the OPR *Technical Advisory*. As a threshold, it is also reflective of whether a project simply improves operations for existing users (decreasing delay or improving safety with no change in VMT) or if it also induces demand for driving.

2.4.6 Screening Criteria

The OPR *Technical Advisory* includes suggested methods for screening projects to quickly identify when a project should be expected to cause a less than significant VMT impact for the CEQA Transportation section without conducting a detailed VMT analysis. The OPR *Technical Advisory* suggests that lead agencies may screen out VMT impacts for small projects, residential and office projects located in low-VMT areas (as per the SCTA travel demand model or other sources of VMT), projects located in proximity to a major transit stop (per specific definitions in the OPR *Technical Advisory*), affordable housing developments, and transportation projects that would not result in an increase to vehicle capacity. Since land use plans affect a larger area and serve as the basis for environmental analysis of future projects, all land use plans (including the General Plan, Precise Plans, and Specific Plans) should conduct a quantitative VMT analysis and not utilize screening, unless they can be screened out due to proximity to major transit.

2.4.7 Mitigating VMT Impacts

Mitigation strategies related to reducing VMT impacts to less-than-significant levels are related to reducing the number and distance of vehicle trips generated by a particular project. This is in contrast to mitigation under congestion-based metrics such as LOS, whereby congestion impacts are mitigated through adding capacity; in some cases, these capacity improvements induce driving, and thus lead to more VMT being generated.

VMT impact mitigation strategies generally take the form of Transportation Demand Management (TDM) measures. TDM measures include strategies related to parking, transit usage, encouraging a mix of land uses on site, and promoting the use of active transportation and higher-occupancy vehicle models (e.g. carpooling and transit). TDM can be applied on a project-by-project basis, or as part of a citywide TDM program. Until a citywide program is established, most projects requiring mitigation would apply TDM strategies on a project-by-project basis.

A key part in the CEQA process is the demonstration of the effectiveness of the selected mitigation strategies. For example, under congestion-based analyses, one could demonstrate the effectiveness of adding capacity by re-running the traffic operations model with the added capacity to determine the



reduction in congestion after implementation of the improvement. Because the amount of research on the effectiveness of TDM strategies is limited (i.e. [CAPCOA's Quantifying Greenhouse Gas Mitigation Measures publication](#)), demonstrating the VMT reduction effectiveness of project-by-project TDM measures to the standard required by CEQA may be difficult. For example, the effectiveness research in the CAPCOA document is limited in its scope and breadth of research site locations and contexts; thus, in some cases, the research in the CAPCOA document may not be relevant to projects in Petaluma. Additionally, as noted in the CAPCOA document, the research suggests that there is a maximum potential effectiveness associated with implementing all feasible TDM strategies; for suburban contexts like Petaluma, this maximum potential effectiveness is 15 percent. As VMT effectiveness in Petaluma is monitored and evaluated, empirical data may support different, locally-specific conclusions relative to the CAPCOA research.

Citywide TDM strategies and fee programs may allow developers to mitigate land use project impacts through funding of strategies that will reduce VMT generated by the project as well as other existing land uses throughout the City. One such example of an in-lieu fee program includes San Diego's Complete Communities Initiative, which is described below.

Case Study – San Diego's Complete Communities: Housing Solutions and Mobility Choices Initiative

San Diego's proposed Complete Communities initiative aims to "connect every San Diegan with safe and convenient mobility choices to jobs, open spaces, shopping, services, neighborhood parks, and other amenities⁵." The program seeks to reduce VMT created by new development in more urban neighborhoods by requiring on-site or site-adjacent VMT reducing amenities and programs while development occurring in non-urban areas would be required to pay an in-lieu fee⁶ that would be used to construct transit, bicycle, and pedestrian infrastructure in more urban areas of the City. Development in non-urban areas would result in the greatest VMT generation; however, VMT reducing amenities in non-urban areas are least effective as they are characterized by being farther away from jobs, services, and shopping (making bicycling and walking difficult) and limited access to transit. This program applies to ministerial and discretionary projects to comprehensively reduce citywide VMT and provides a mechanism for mitigation to address development project VMT impacts that is predictable; however, it does not replace or offset the City's traffic impact fee program.

⁵ For more information on San Diego's program, visit:
<https://www.sandiego.gov/planning/programs/mobility/mobilitychoices>

⁶ An in-lieu fee program requires a 'reasonable relationship between the ordinance and enhancement of public welfare' per decisions such as *California Building Industry Assn. v. City of San Jose* (2015) 61 Cal.4th 435 (CBIA) to establish the nexus for the in-lieu fee. A reasonable relationship could be established by demonstrating that new development increases citywide VMT and the VMT reduction ordinance amenities and construction transit, bicycle, and pedestrian infrastructure reduce citywide VMT.



Chapter 4 of this report includes a more detailed discussion of potential TDM strategies that could be implemented in Petaluma. **Section 3.5** presents TAC recommendations for mitigating VMT impacts in the City of Petaluma as well as recommendations for associated next steps to bolster mitigation options for future projects in the City.



3. Implementation Recommendations

This chapter includes recommendations for VMT metrics, methods, thresholds, screening criteria and mitigation options for the City of Petaluma. The recommendations are based on feedback from the TAC formed for the purposes of SB 743 implementation in the City of Petaluma.

3.1 Metrics

As noted in **Section 2.4.1**, a variety of VMT metrics were submitted to the TAC for their review and feedback. Topics for discussion amongst TAC members included consistency with the OPR *Technical Advisory*, a desire for the metrics to capture a wide range of VMT, and the ability of travel demand models to calculate the metrics.

Technical Advisory Committee Recommendation for VMT Metrics

The TAC discussed how various metrics would more fully capture VMT generated by, and interactions between, various land uses within the City (e.g. residential, office, retail, schools, commercial services, etc.), how the metrics could promote a more sustainable transportation future for the City that encourages walking, bicycling and transit uses between destinations, the ability of travel demand models to calculate the metrics, and the desirability of consistency with the OPR *Technical Advisory*. Based on the desire to find balance amongst these factors, the TAC has recommended the following VMT metrics for adoption by the City of Petaluma:

- **Residential projects:** total home-based VMT per resident
- **Office and other employment-focused projects:** total home-based work VMT per employee
- **Retail and other commercial service projects:** total project effect on VMT within a geographic area

3.2 Methods

As noted in **Section 2.4.2**, three candidate travel demand models were submitted to the TAC for review and feedback. Topics for discussion amongst the TAC members included the level of detail of each model, the schedule of previous/future updates to model data, and the ability of the model to precisely analyze developments that are typical for the City of Petaluma (with respect to project type and scale).

Technical Advisory Committee Recommendation for VMT Methods

The TAC received a presentation from Chris Barney, Senior Transportation Planner at SCTA and SCTA's lead travel demand modeler on the capabilities of the updated SCTA model. He noted that the model



provides better detail on land uses in Sonoma County as well as a robust transportation system for which trips are routed upon; these details are key in the more precise estimate of VMT. The TAC discussed the need to use a travel demand model (as suggested by OPR in the *Technical Advisory*), the detail included in the three reviewed modeling options, the ease of use of each model, and the data update/model maintenance schedule for each model. Based on discussions amongst TAC members about these factors, the SCTA travel demand model is recommended for use in the calculation of VMT for projects in the City of Petaluma.

3.3 Thresholds of Significance

As noted in **Section 2.4.5**, a number of options for thresholds of significance exist. Thresholds should be based on substantial evidence per the CEQA Guidelines, and thresholds may be based on substantial evidence developed by other agencies. The TAC was presented with threshold options including the 15 percent and 16.8 percent below the baseline thresholds recommended by OPR and ARB, respectively. TAC members discussed how the thresholds would consider the City's climate emergency declaration, commitment to sustainability and resiliency, need to address the housing crisis, and other factors contributing to VMT that are outside of the City's control (e.g. the City's location in the region relative to other areas of employment, retail and housing).

Technical Advisory Committee Recommendation for VMT Thresholds

Based on these discussions, the TAC recommended that the City of Petaluma adopt the following thresholds that identify a significant impact with respect to VMT:

A project would result in a significant impact and require mitigation if:

- **For residential projects:** Project total home-based VMT per resident exceeds 16.8 percent below the citywide average. The citywide average baseline value applies until such time that the City of Petaluma exceeds the housing allocation for the City as identified in the Sustainable Communities Strategy (SCS) for the Bay Area region; if the City exceeds the SCS housing allocation, the nine-county Bay Area regional average applies⁷.
- **For office and other employment-focused projects:** Project total home-based work VMT per employee exceeds 16.8 percent below the nine-county Bay Area regional average.
- **For retail and other commercial service projects:** Project results in a net increase in VMT over the geographic area that the project influences.

⁷ The SCS housing allocation limit is suggested by the California State Office of Planning and Research (OPR) in the *Technical Advisory on Evaluating Transportation Impacts in CEQA* as when the use of a citywide average becomes inappropriate for the evaluation of CEQA VMT impacts (in favor of the Bay Area regional average).



- **For mixed-use and other projects:** Project components should be analyzed using the relevant thresholds for residential, office/employment-focus, or retail/commercial service projects. The benefit of a mix of uses on-site can and should be included in the analysis.
- **For transportation projects:** Project results in induced travel and an increase in citywide VMT.
- **For redevelopment projects:** Project results in increased VMT versus current land uses. City staff retain discretion to identify the baseline VMT for use in the calculation (i.e. based on current uses or permitted uses).

Further, the TAC recommended that the City conduct a review of these thresholds of significance after completing the City of Petaluma's Climate Action Plan and General Plan Update to ensure they are consistent with the City's goals for reducing greenhouse gas and VMT. If the above thresholds are not consistent with these goals, then the City shall update the thresholds to ensure alignment.

3.4 Screening Criteria

It is generally recommended that the City use the screening criteria presented in the OPR *Technical Advisory*, with minor modifications or exclusions. The TAC was presented with the *Technical Advisory* screening criteria, and generally recommended their adoption, with some minor modifications (e.g. limiting exemptions for projects with drive-throughs), as described below. A VMT analysis may still be required to provide inputs for the Air Quality, Greenhouse Gas and Energy CEQA analyses; this analysis could be completed using the SCTA travel demand model or other VMT evaluation tools (e.g. CalEEMOD).

Technical Advisory Committee Recommendation for VMT Screening Criteria:

Screening for Small Projects

The TAC has recommended that the City screen projects that generate or attract fewer than 110 trips per day. Based on research for small project triggers, this may equate to nonresidential (e.g., office) projects of 10,000 square feet or less and residential projects of 15 units or less. The City of Petaluma may also screen local-serving retail projects (projects with less than 30,000 square feet of retail) on the basis that they attract trips that would otherwise travel longer distances. Projects with drive-throughs would be excluded from screening under these criteria, and City staff retain discretion to deny the use of the small project exemption if substantial evidence exists that screening is not appropriate. City staff retain the discretion to apply similar qualifications for the small project screening criteria as those that apply for *Projects in Proximity to a Major Transit Stop*.



Screening for Projects Located in Low-VMT Areas

The TAC has recommended that the City screen residential and office projects located in low-VMT areas (per the CEQA thresholds to be established by the City) that incorporate similar features to the nearby developments (i.e., density, mix of uses, and transit accessibility) on the basis that the project will exhibit similarly low VMT. Typically, this screening is performed by utilizing data from a travel demand model (e.g. the SCTA travel demand model) and comparing the project's characteristics to land uses currently in the low-VMT area. If the project is inconsistent with the underlying data (e.g., a single-family project in a zone with no existing single-family residential uses), then screening is not appropriate and a detailed VMT analysis should be conducted to determine whether the project exceeds the VMT. Projects with drive-throughs would be excluded from screening under these criteria, and City staff retain discretion to deny the use of the low-VMT area exemption if substantial evidence exists that screening is not appropriate.

Screening for Projects in Proximity to a Major Transit Stop

The TAC has recommended that the City screen projects that are located within a half mile of an existing or planned high-quality transit corridor or major transit station. Proximity to transit is explicitly listed in the CEQA Guidelines as a reason to presume a project has no significant impacts based on VMT. In Petaluma, this includes the existing Downtown Petaluma SMART station, the planned Petaluma North SMART station (also known as the Corona Station), and at stops for bus routes with 15 minute or less headways. City staff retain the discretion to not allow the screening of projects within a half mile of the Corona Station or other planned transit service expansions until funding is secured.

The OPR *Technical Advisory* notes that a presumption of less than significant should not be applied, and a VMT analysis should be performed, if the project:

- Has a Floor Area Ratio (FAR) of less than 0.75
- Includes more parking than required by the City of Petaluma
- Is inconsistent with Plan Bay Area
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units (although a small market-rate project could qualify for small project screening)

If any of the above conditions apply, a detailed VMT analysis should be conducted to determine whether the project exceeds the VMT thresholds. Projects with drive-throughs would be excluded from screening under these criteria, and City staff retain discretion to deny the use of the proximity to major transit stop exemption if substantial evidence exists that screening is not appropriate.



Screening for Affordable Housing

The TAC has recommended that the City screen residential projects containing 100 percent affordable housing (based on local circumstances and substantial evidence as determined by the City) on the basis that affordable housing generates less VMT than market-rate housing. Furthermore, affordable housing located within infill locations generally improves jobs-housing balance and may thus result in shorter commutes for low-income workers.

Screening for Transportation Projects

The TAC has recommended that the City screen transit projects, bicycle and pedestrian projects, and roadway maintenance projects that do not result in an increase in vehicle capacity or VMT. Refer to pages 20 and 21 of the *Technical Advisory* for a complete list of transportation projects that may be screened out from a VMT analysis.

3.5 Mitigation Options

As noted in **Section 2.4.7**, project VMT in exceedance of thresholds of significance require that a project implement mitigation measures to reduce the number of project trips generated and/or reduce the length of project-generated trips. The TAC was provided with information regarding how mitigation measures may be applied on a project-by-project basis, how citywide TDM programs could be developed whereby projects could pay into an in-lieu fee program to fund the citywide TDM program, and how projects could take advantage of mitigation bank programs that may be developed in the future.

Technical Advisory Committee Recommendation for Mitigating VMT Impacts:

The TAC recommended the following near-term, medium-term and far-term strategies:

- **Near-Term:** The TAC has recommended that mitigation be performed on a project-by-project basis using available TDM effectiveness research as a guide to demonstrate the effectiveness of mitigation strategies. TDM strategies related to promoting transit usage, active transportation, and more sustainable parking strategies should be prioritized.
- **Medium-Term:** The TAC has recommended that the City investigate and implement citywide TDM programs and fund these programs through developer fees.
- **Far-Term:** The TAC has recommended that the City coordinate with SCTA and other agencies in Sonoma County to develop a VMT mitigation banking program, should pilot programs in Contra Costa County and Southern California prove successful.

Chapter 4 provides more information on near-term, project-by-project TDM strategies for use in mitigating land use projects until citywide or County-wide mitigation strategies can be established.



3.6 CEQA VMT Transportation Impact Analysis Guidelines

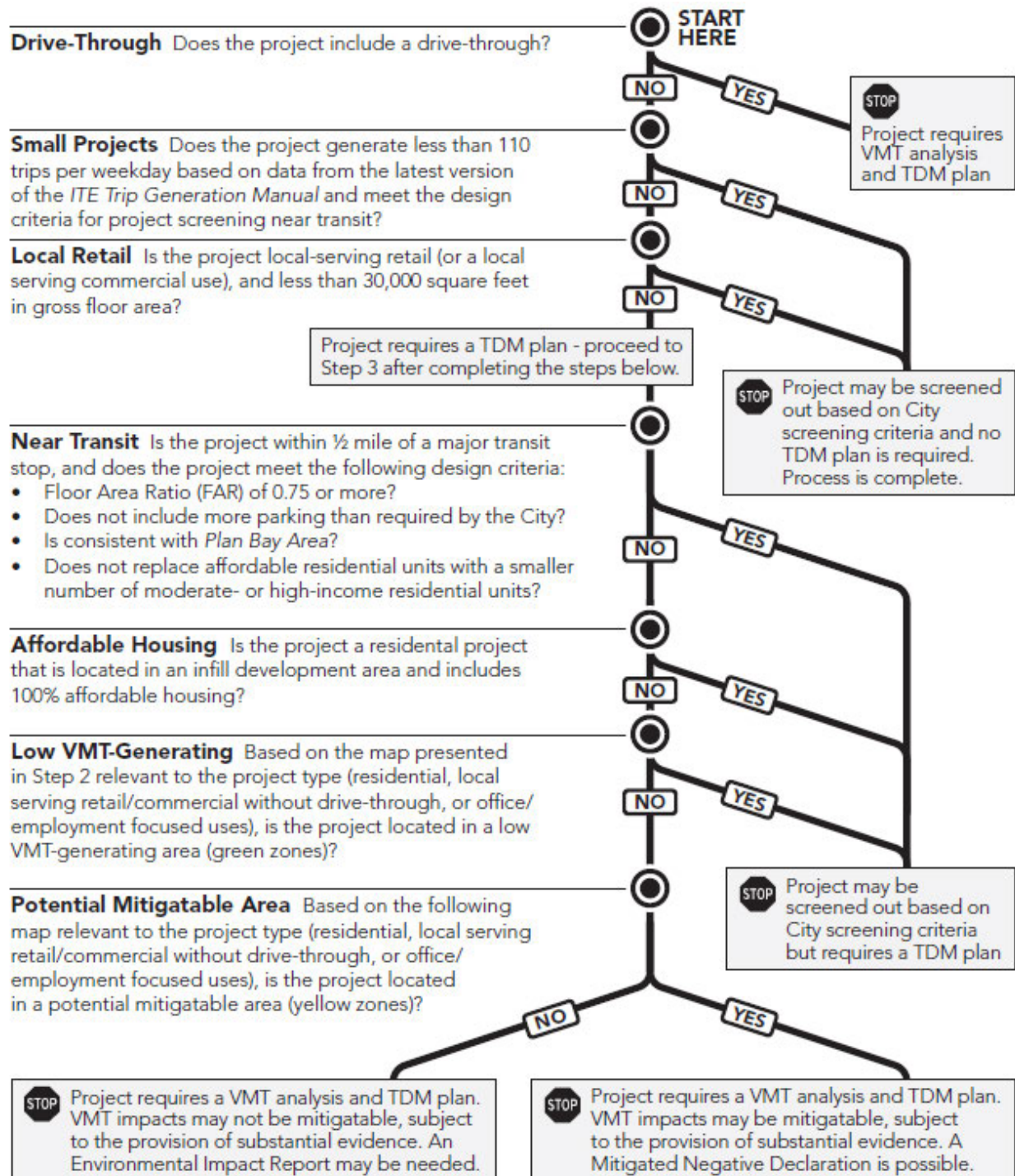
Fehr & Peers has developed guidelines for the study of a project's transportation impacts using VMT as the CEQA Transportation section metric. These guidelines are provided in **Appendix B**, and provide information on general VMT methodology, thresholds of significance and mitigation strategies; a flowchart of the process of determining if a traffic study is needed is presented on **Figure 2**. These guidelines are anticipated to evolve over time as (1) more data becomes available, (2) the City takes additional steps to implement VMT and mitigation measures in the City, and (3) as a body of CEQA case law develops around the topic of VMT analysis for CEQA Transportation purposes.

3.7 Disruptive Trend Impacts on VMT Estimation

The VMT methodologies and thresholds described above are based on a presumption that future travel behavior will be consistent with recent travel behavior. Disruptive trend changes including current COVID-19 effects, TNCs such as Uber and Lyft, lower fuel prices, and public availability of AVs may change future travel behaviors, resulting in future VMT differing from current forecasts. As these trends evolve, models will need to be updated to reflect them. Generally, the SCTA travel demand model is updated on a five-year update schedule; the City of Petaluma, as one of SCTA's member agencies, could request a supplemental update once the effects of COVID-19, related economic effects, and other disruptive trends become more known and quantified.



Figure 2: Transportation CEQA Process



* See City of Petaluma's *CEQA VMT Transportation Impact Analysis Guidelines* for more information on these steps



4. TDM Strategy Research

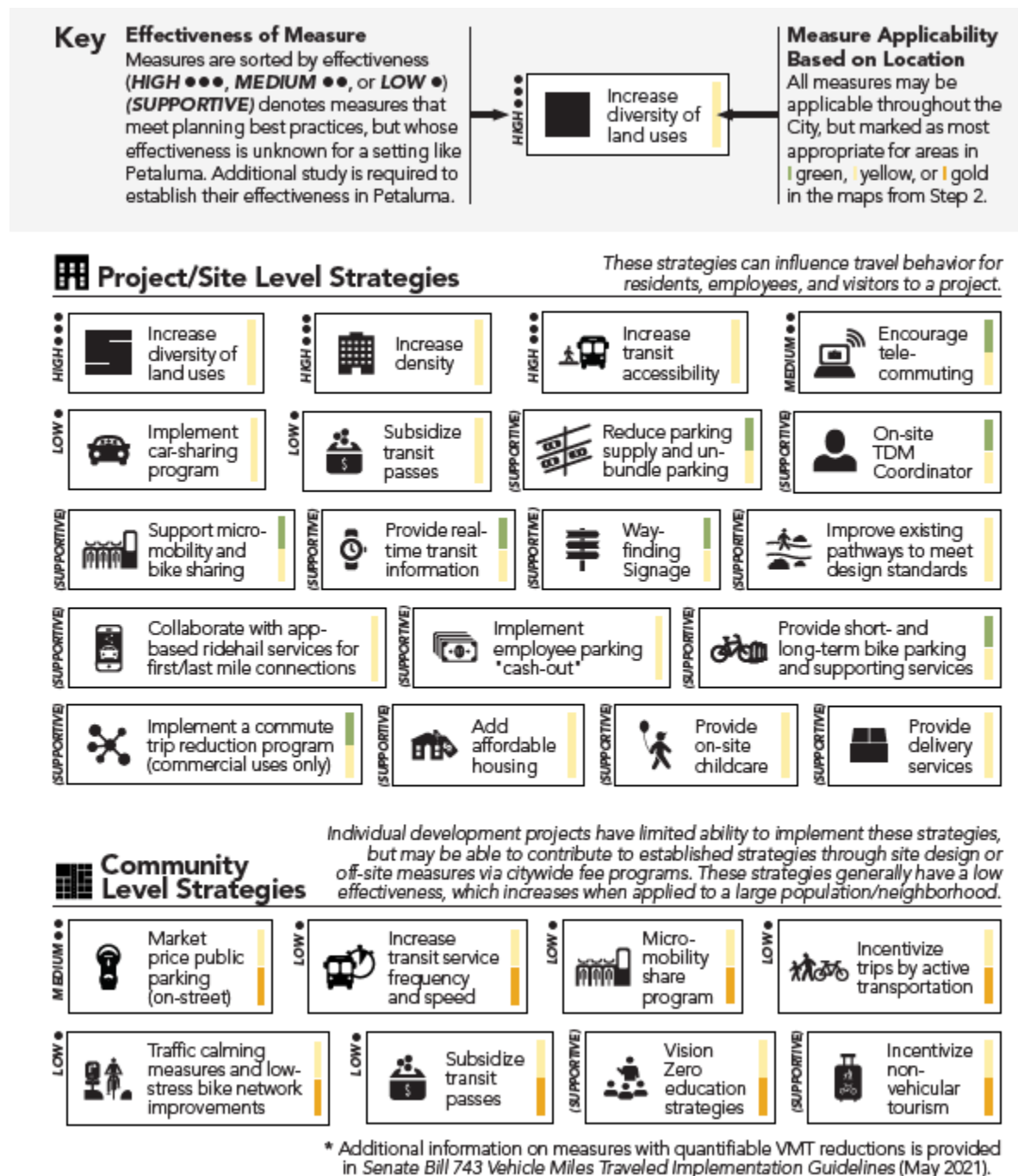
This chapter summarizes an assessment of new research related to transportation demand management (TDM) effectiveness for reducing VMT. The purpose of this work was to compile new TDM information that has been published in research papers since release of the *Quantifying Greenhouse Gas Mitigation Measures* (CAPCOA, August 2010) and to identify those strategies suited to Petaluma given its suburban land use context. This information has informed the development of a menu of mitigation options that are applicable for potential use in Petaluma, as outlined on **Figure 3**.

An important consideration for the effectiveness of these VMT reduction strategies is the appropriate scale of implementation. The strategies described in this section include programmatic strategies (e.g., VMT impact fee programs, VMT exchanges, and VMT banks), city-scale transportation infrastructure strategies (e.g., expanding the transit or bicycle network), and project-level strategies (e.g., building site transportation demand management [TDM] strategies such as parking pricing and transit pass subsidies). The largest reductions in VMT (and resulting emissions) derive from regional policies related to land use location efficiency and infrastructure investments that support transit, walking, and biking. While there are many measures related to site design and building operations that can influence VMT and emissions, these measures typically have smaller effects on VMT reduction and are often dependent on the travel behavior of residents/tenants.

To caveat the information presented in this section, the existing tools and methods for quantifying VMT reduction are prone to a high margin of error due to limited data and research on this topic as a result of recent regulatory changes (i.e., SB 743 and the policy change from LOS to VMT) as well as challenges in understanding the complex factors that influence travel behavior. To some degree, this is consistent with uncertainty that exists with previously acceptable CEQA transportation practices, such as calculations of Level of Service (LOS) based on forecasted intersection volumes. However, unlike LOS, monitoring of TDM effectiveness would be required at the project level as a condition of approval for discretionary projects. The ultimate strategies adopted for VMT reduction should be refined as additional research on the topic of VMT reduction becomes available and, as with all CEQA practice, based on substantial evidence.



Figure 3: Menu of VMT Options





4.1 Recommended VMT Reduction Strategies

Of the strategies included in the tools and research described above, only a few strategies are likely to be effective in a suburban setting such as Petaluma. With Petaluma's land use context in mind, each strategy's effectiveness was considered and nine were selected for detailed review. Strategies 1, 2, 3, and 4 present project-level mitigation, while strategies 5, 6, 7, 8 and 9 present community-level mitigation. Individual development projects have limited ability to implement community-level strategies, but may be able to contribute to established community-level strategies. It is noted that disruptive trends, including but not limited to, transportation network companies (TNCs such as Uber and Lyft), autonomous vehicles (AVs), internet shopping, and micro-transit (e.g., electric scooters) may affect the future effectiveness of these strategies.

4.1.1 Project/Site Level Strategies

1. Increase diversity of land uses – This strategy focuses on inclusion of mixed uses within projects or in consideration of the surrounding area to minimize vehicle travel in terms of both the number of trips and the length of those trips. Typical applications of a mix of uses include ground-floor retail at larger residential developments or the construction of live-work units. This strategy may not be feasible for smaller projects or projects subject to limited uses due to zoning such as single-family residential uses.
2. Increase density – This strategy focuses on increasing residential density within projects, which is associated with lower VMT per capita. Increased residential density in areas with high jobs access may have a greater VMT change than increases in regions with lower jobs access. The provision of Auxiliary Dwelling Units (ADUs) may reduce VMT per capita, depending on their use and person-occupancy. This measure also applies at the city and community level, with neighborhoods of higher density typically having lower VMT per capita.
3. Increase transit accessibility – This strategy focuses on ensuring site design favors access to existing or planned transit stations and is commonly referred to as Transit-Oriented Development (TOD). This strategy includes maximizing the amount of developable space within walking distance to transit stations (typically considered a radius of ¼ to ½ mile of a transit station), and/or deemphasizing automobile facilities such as vehicle parking, garages, and driveways.
4. Encourage telecommuting – This strategy relies on effective internet access/speeds, flex space, and/or accessory office units for individual project sites/buildings that provide the opportunity for telecommuting. The effectiveness of the strategy depends on the ultimate building tenants; this should be a factor in considering the potential VMT reduction, as tenants may change over time.



4.1.2 City/Community Level Strategies

5. Provide pedestrian network improvements – This strategy focuses on creating a pedestrian network and connecting projects to nearby destinations via pedestrian pathways. Projects in the City of Petaluma range in size, so the emphasis of this strategy for smaller projects would likely be the construction of network improvements that connect the project sites directly to nearby destinations. For larger projects, this strategy could focus on the development of a robust pedestrian network within the project itself. Alternatively, implementation could occur through an impact fee program or benefit/assessment district based on local or regional plans.
6. Provide traffic calming measures and low-stress bicycle network improvements – This strategy combines the CAPCOA research focused on traffic calming to provide a low-stress bicycle network. Traffic calming creates networks with low vehicle speeds and volumes that are more conducive to walking and bicycling. Implementation options are similar to those for providing pedestrian network improvements. One potential change in this strategy over time is that e-bikes (and e-scooters) could extend the effective range of travel on the bicycle network, which could enhance the effectiveness of this strategy.
7. Implement market price public parking (on-street) – This strategy focuses on implementing a market-based pricing strategy for on-street parking within central business districts, employment centers, and retail centers to encourage “park once” behavior. This measure deters parking spillover from project supplied parking to other public parking nearby, which undermine the vehicle miles traveled (VMT) benefits of project pricing. It may also generate sufficient area-wide mode shifts to justify increased transit service to the area.
8. Increase transit service frequency and speed – This strategy focuses on improving transit service convenience and travel time competitiveness with driving. While the City of Petaluma has fixed route rail and bus service that could be enhanced, it is possible that new forms of low-cost, demand-responsive transit service could be provided. Given land use density in Petaluma, this strategy may be limited to traditional commuter transit where trips can be pooled at the start and end locations or require new forms of demand-responsive transit service. The demand-responsive service could be provided as subsidized trips by contracting to private transportation network companies (TNCs) or Taxi companies. Alternatively, a public transit operator could provide the subsidized service but would need to improve on traditional cost effectiveness by relying on TNC ride-hailing technology, using smaller vehicles sized to demand, and flexible driver employment terms where drivers are paid by trip versus by hour. Note that implementation of this strategy would require regional or local agency implementation, substantial changes to current transit practices, and would not likely be applicable for individual development projects. Additionally, this strategy is only effective in VMT reduction if it includes a pooling element to increase average vehicle occupancy.



9. Implement a car and micro-mobility (bike or scooter) sharing program – This strategy reduces the need to own a vehicle or reduces the number of vehicles owned by a household by making it convenient to access a shared vehicle for those trips where vehicle use is essential. Bicycle and scooter sharing programs provide convenient connections for short-trips that do not require a car. Note that implementation of this strategy would require regional or local agency implementation and coordination and would not likely be applicable for individual development projects, although individual projects and provide parking and supportive services to these programs.

The VMT reduction strategies can be quantified using CAPCOA calculation methodologies, recent ARB research findings, or SANDAG's VMT calculator. **Appendix C** provides calculation methodologies for each of the mitigations provided above, along with their range of effectiveness.

Additional VMT reduction strategies that are not quantified in this section but may be considered for future implementation in Petaluma include:

- Engagement with bicycle advocacy groups such as the League of American Bicyclists to work towards certification as a bicycle friendly community
- Implement education strategies to inform the public about the Vision Zero strategies to improve road safety, increase health outcomes from active transportation, and decrease VMT
- Add additional wayfinding signage and safety procedures for bicycling through Downtown
- Incentivize non-vehicular tourism in Petaluma through partnerships with SMART and upcoming Bike Share providers as well as providing protected bicycle routes for tourists to major destinations, such as between SMART and Downtown
- Improve Petaluma's existing dirt trails to accommodate wider range of bicyclists
- Incentivize active transportation through market pricing strategies with employers, stores, and public transit⁸
- Collaborate with TNCs to provide first mile/last mile connections to high frequency transit corridors. Transit timing, carpooling, and ride discounts associated with TNC partnerships should be considered as simultaneous strategies, following the lead of other cities implementing such programs.

⁸ The Dutch government pays workers 22 cents for every kilometer they pedal, reported by Huffington Post.
https://www.huffpost.com/entry/netherlands-pays-bike-work-commute_n_5c6dc15ae4b0e2f4d8a23e3e



4.2 Combining VMT Reduction Strategies

Each of the TDM measures described previously can be combined with others to increase the effectiveness of VMT mitigation; however, the interaction between the various TDM measures is complex and sometimes counterintuitive. Generally, with each additional measure implemented, a VMT reduction is achieved, but the incremental benefit of VMT reduction may diminish. To quantify the VMT reduction that results from combining TDM measures, the formula below can be applied absent additional information:

$$\text{Total VMT Reduction} = (1 - P_a) * (1 - P_b) * (1 - P_c) * \dots$$

Where:

P_x = percent reduction of each VMT reduction strategy

This adjustment methodology is a mathematical approach to dampening the potential effectiveness and is not supported by research related to the actual effectiveness of combined TDM strategies. The intent of including this formula is to provide a mechanism for dampening to minimize the potential to overstate the VMT reduction effectiveness.

Another important consideration when combining TDM measures is whether a maximum VMT reduction should be applied based on the land use context. The CAPCOA methodology identifies VMT reduction maximums based on community types tied to land use context. The caps are applied at each step of the VMT reduction calculation (i.e., at the strategy scale, the combined strategy scale, and the global scale). However, these caps are not based on research related to the effectiveness of VMT reduction strategies in different land use contexts. The cap differences are largely based on VMT generation differences within different land use contexts and serves as a proxy for potential limits on VMT reduction strategy effectiveness. For suburban jurisdictions such as Petaluma, CAPCOA identifies a global VMT reduction maximum of 15 percent, although 20 percent may be feasible in suburban center locations, such as locations in transit-oriented and downtown Petaluma. For more information on VMT reduction maximums, see **Appendix D**, which contains an excerpt from the CAPCOA report describing the calculation of combined VMT reduction strategies.

As noted previously, additional data is needed to support and refine the above approach for quantifying the effects of combining VMT reduction strategies. Analysts should consider the available substantial evidence at the time a study is prepared and provide justification to support the effectiveness of TDM measures in order to inform CEQA review. We recommend conducting additional research into the effects of combining VMT reduction strategies, which may include the collection of measurable data from within Petaluma or cities of similar size and land use context, and summarizing the database for use in



developing the justification for the effectiveness of mitigation measures (including supporting a finding of effectiveness beyond the 15 percent maximum reduction suggested in the CAPCOA guidance).

4.3 Implementing VMT Reduction Strategies

Project or site-level VMT reduction strategies often involve increasing land use density, changing the mix of uses, or altering the transportation network. However, a potential limitation of these physical design changes is that they may result in a project that no longer resembles the original applicant submittal. CEQA is intended to disclose the potential impacts of a project and mitigate those impacts but has limitations with regards to using mitigation to fundamentally change the project. Therefore, these strategies may result in an inconsistency with the project description when applied on an ad hoc basis.

Another common strategy is to add a TDM program to the project as a condition of approval. While evidence exists that TDM programs can reduce VMT, their success depends on the performance of future building tenants that can change over time. Hence, an effective TDM mitigation program will often require ongoing monitoring and adjustment to ensure long-term VMT reduction is achieved. The cost to provide this monitoring may not be feasible for all projects.

In response to the limitations of focusing exclusively on site-level TDM strategies, new mitigation concepts are emerging that cover larger areas and rely on citywide programs to achieve VMT reductions. These mitigation concepts (or programs) are outlined below. As with all VMT mitigation, these programs require substantial evidence to document that the projects included in the programs would achieve the expected VMT reductions. Additionally, the discretionary action to adopt the program may require CEQA review.

1. VMT Impact Fee Program – This concept resembles a traditional impact fee program in compliance with the mitigation fee act and uses VMT as a metric. The nexus for the fee program would be a VMT reduction goal consistent with the CEQA threshold established by a lead agency for SB 743 purposes. The main difference from a fee program based on a metric such as vehicle LOS is that the VMT reduction nexus results in a capital improvement program (CIP) consisting largely of transit, bicycle, and pedestrian projects. These types of fee programs are time consuming to develop, monitor, and maintain but are recognized as an acceptable form of CEQA mitigation if they can demonstrate that the CIP projects will be fully funded and implemented. The City of Los Angeles is the first city in California to complete a nexus study for this type of program.
2. VMT Exchanges – This concept (along with VMT banks) borrows mitigation approaches from other environmental analysis such as wetlands. The concept relies on a developer agreement to implement a predetermined VMT-reducing project in exchange for the ability to develop a VMT-generating project. The projects may or may not be located near each other. The concept



requires a facilitating entity (such as the lead agency) to match the VMT generator (the development project) with the VMT-reducing project and ensure through substantial evidence that the VMT reduction is valid (i.e., the VMT reduction is caused by the mitigation and would not occur otherwise; this concept is known as additionality). VMT Exchanges also require a determination of the necessary time period to demonstrate a VMT reduction.

3. **VMT Banks** – This concept attempts to create a monetary value for VMT reduction (e.g., credits) that can be exchanged amongst individual projects. This program is more complicated than a simple exchange and would require more time and effort to set up and implement. Another key challenge of this program is determining how much VMT reduction is associated with each credit. Similar to VMT exchanges, this mitigation program must also demonstrate additionality.

Table 4 compares the pros and cons of the above programs. As seen in **Table 4**, all of the program options have challenges.

Table 4: Comparison of Programmatic VMT Reduction Strategies

| Program Structure | Pros | Cons |
|---------------------|--|--|
| Impact Fee Program | <ul style="list-style-type: none"> • Common practice • Accepted for CEQA mitigation • Adds certainty to development costs • Allows for regional scale projects | <ul style="list-style-type: none"> • Time consuming and expensive to develop and maintain • Requires strong nexus |
| Mitigation Exchange | <ul style="list-style-type: none"> • Limited complexity • Reduced nexus obligation | <ul style="list-style-type: none"> • Requires additionality • Mismatch between mitigation need and mitigation projects • Unknown timeframe for mitigation life |
| Mitigation Bank | <ul style="list-style-type: none"> • Adds certainty to development costs • Allows for regional scale projects • Allows regional or state transfers | <ul style="list-style-type: none"> • Requires additionality • Time consuming and expensive to develop and maintain • Requires strong nexus • Political difficulty distributing mitigation dollars/projects |

Although implementation of these programs would require an upfront cost, they have several advantages over site-level TDM strategies:

- **CEQA streamlining** – These programs provide a funding mechanism for project mitigation and require significantly less monitoring to demonstrate that significant impacts are reduced to a less-than-significant level. Additionally, projects could be screened from completing a quantitative VMT analysis; or, if a quantitative VMT analysis is required, the cost would be somewhat less than the cost for analyzing LOS impacts.



- Greater VMT reduction potential – Since these programs coordinate citywide land use and transportation projects, they have the potential to result in greater VMT reduction potential than site-level TDM strategies applied on an ad hoc basis. Additionally, these programs expand the amount of feasible mitigation for reducing VMT impacts.
- Legal defensibility – The VMT reduction programs can help build a case for a nexus between a VMT impact and funding for capital improvement programs.

A General Plan update is a desirable time to identify and implement any preferred VMT reduction programs as it allows for coordination between land development, capital improvement projects, and funding programs. It is recommended that a citywide VMT reduction program be developed as part of the forthcoming General Plan update. These citywide VMT reduction programs have the ability to reduce VMT associated with existing VMT sources and VMT from new developments, thus promoting achievement of citywide sustainability goals on the basis of new and existing development.



5. Considerations for Updating Recommendations

The information in this report is based on the latest research available at the time of publication as well as feedback and recommendations from TAC members. A number of factors may result in the revision of the recommendations in this report to reflect the following change factors:

- Updated technical research on VMT evaluation and VMT mitigation effectiveness research
- Updated technical guidance from the State Office of Planning and Research
- Updated City General Plan goals and policies related to the circulation system and environment
- New State-wide environmental legislation
- New court cases and other laws affecting CEQA (per typical CEQA practice)

Barring major court cases or new state laws affecting CEQA VMT analysis, the thresholds and other related recommendations are anticipated to be valid until the next General Plan update (scheduled to be concluded in the mid-2020s) and may remain valid after the update. At that time, the recommendations in this report may be revisited to reflect updates to the City's General Plan goals and policies; changes may be adopted by the City Council, if deemed necessary, to implement the City's update General Plan goals and policies as part of the General Plan adoption process (including environmental clearance).

Outside of the General Plan update process, the City retains discretion to set CEQA thresholds based on substantial evidence. If evidence exists that the adopted VMT thresholds, the City Council could choose to adopt an ordinance or resolution revising the VMT thresholds. The City also has discretion to use CEQA thresholds on a one-time (i.e. non-general use) basis as long as they are supported by substantial evidence per CEQA; this approach could be helpful if a new CEQA court ruling affects VMT thresholds or VMT analysis approaches.

Appendix A:

Trip Length Adjustments for SB 743

VMT Analysis

Technical Memorandum

Date: November 5, 2019
To: Erik Ruehr, VRPA
Bruce Griesenbeck and Maricela Salazar, SACOG
From: Jimmy Fong, Jinghua Xu, and Ronald T. Milam, Fehr & Peers
Subject: **Trip Length Adjustments for SB 743 VMT Analysis**

Introduction

SB 743 implementation has created the need to modify travel demand models to ensure they capture the full trip length for those trips that start or end outside the model boundary. This need stems from the CEQA guidance listed below and the general desire to avoid arbitrary truncation of trip lengths based on model or political boundaries.

- According to the Technical Advisory, the assessment should cover the full area in which driving patterns are expected to change, including induced growth impacts and cumulative impacts. OPR states that the VMT estimation should not be truncated at a modeling or jurisdictional boundary for convenience of analysis when travel behavior is substantially affected beyond that boundary. (p. 6 and 23 - Technical Advisory on Evaluating Transportation Impacts in CEQA, OPR, December 2018)
- CEQA Guidelines section 15277:
 - "... Any emissions or discharges that would have a significant effect on the environment in the State of California are subject to CEQA where a California public agency has authority over the emissions or discharges." Since VMT is the key input for mobile emissions, tracking the full length of trips is essential for complying with this expectation.

Since all travel demand models in California have boundaries, they truncate trip lengths to varying degrees. Truncation tends to be most severe at the edge of the model boundary and when the modeled area exhibits a high proportion of external travel (i.e., from a suburban area in one region to a job center in another region). To compensate for the influence of model boundaries, the following steps can be used to modify trip lengths through model gateways.



Trip Length Adjustment Process

Adjusting the length of trips leaving a model boundary requires appending extra distance at the model gateway zone (or external centroid) connector as outlined below. This process results in new gateway distances that are weighted based on the amount and location of external travel origins and destinations. Other adjustment methods that are available include appending extra trip lengths to each individual origin-destination (OD) trip pair in the model or expanding the model's zone structure to cover a larger area. Both of the methods are much more resource and time intensive and are not covered further in this memo.

1. Model IX and XI Trips at Gateways

The first step of this process is to determine trip volume leaving or entering the model boundary. These are referred to in the remainder of this memo as internal-to-external (IX) and external-to-internal (XI) trips. This data can be generated either from OD trip matrices or by conducting a select zone analysis to track trips to the model gateways. The volume at the gateways for this purpose should not include external-to-external (XX) through trips. A table that identifies all gateways, IX volume, and XI volume should be prepared similar to the example below from the Mendocino Council of Governments (MCOG) model.

Table 1: Example Model Gateway and IX, XI Link Volumes Table

| Gateway ID | Gateway | Link ID | IX Volume | XI Volume |
|------------|----------------|---------|-----------|-----------|
| 7081 | SR 1 - South | 7081 | 1,190 | 1,190 |
| 7083 | US 101 - South | 7083 | 5,004 | 5,004 |
| 7082 | US 101 - North | 7082 | 567 | 567 |
| 7085 | SR 20 - East | 7085 | 3,529 | 3,529 |
| 7086 | SR 175 - East | 7086 | 551 | 551 |

2. Origin-Destination Data between Model and External Areas

Determining the full length of trips leaving or entering a model boundary requires an OD dataset that includes flows between the model area and the area external to the model. How much of the external area to include is an important question. Per the CEQA guidance cited, the full length of trip between their start and end is desired. Whether this extends outside of California has not been legally tested so it is possible that capturing trip lengths even beyond state limits could be necessary. An appropriate OD dataset should be chosen based on the details of your project, context of the study area, level of CEQA risk, and available time and budget for analysis. An assessment of each of the OD data sources is presented the Table 2.

**Table 2: Origin-Destination Data Assessment**

| Origin-Destination Data Sources | Description | Advantages | Disadvantages |
|---|--|---|---|
| Available travel demand model larger than local model | <p>All regional models in California nest within the California State Travel Demand Model (CSTDm).</p> <p>All local models (i.e., city models) nest within the CSTDm and their respective regional models.</p> | <ul style="list-style-type: none"> • CSTDm Includes TAZs for the entire state of California • Regional models are often the source model for local model variants, so they have a high compatibility for making gateway adjustments. • CSTDm and regional models include changes in travel patterns over time between base and future years. | <ul style="list-style-type: none"> • Larger models may have greater aggregation and only coarse correspondence between TAZs in the smaller model. • Regional models may not fully capture full trip length. • CSTDm has not been recently calibrated and validated. • CSTDm truncates trip at state boundary. |
| California Household Travel Survey (CHTS) | Survey of California resident travel that documents full length of OD travel. | <ul style="list-style-type: none"> • Robust sample with data available for most cities and counties above 50,000 population. Data may be sufficient for smaller jurisdictions based on a review of the sample • Includes all trip purposes. | <ul style="list-style-type: none"> • Insufficient detail below city level. • 2012 data may not reflect recent changes in travel patterns. • Does not include data about future travel. |
| Longitudinal Employer-Household Dynamics Data (LEHD) | Employer/Employee data showing locations of where employees live and work, visualized in an online portal with export to OD tables, produced by the U.S. Census Bureau. | <ul style="list-style-type: none"> • Data available at the census tract level (or custom TAZ structure). • 2017 data is current. • Quick production of OD data. | <ul style="list-style-type: none"> • Employment data is only relevant for calculating trip lengths for home-based work trips, does not include other trip purposes. • Does not include data about future travel. |
| Mobile device OD Data | Data from smartphone/GPS devices that can be used to estimate OD trip tables associated with specific gateways. | <ul style="list-style-type: none"> • Data available at small scales (i.e., 250-meter grid cell, census block group, or custom traffic analysis zone). • Data scale allows isolation of specific land uses in many cases. • 2019 data available from multiple vendors. • Data includes all 365 days of the year and can be aggregated. • Limited trip length truncation. • Includes all trip purposes. | <ul style="list-style-type: none"> • Minimum purchase cost is about \$5000, more expensive if greater detail/number of zones is desired. • Does not include data about future travel. |



3. Gateway Identification

After identifying an appropriate OD data source, the next step requires determining the gateway(s) based on the model used in your project, which trips from the OD data source would travel through. An assessment of options for this process is presented in Table 3.

Table 3: Gateway Identification Methods and Assessment

| Data Source | Gateway Identification Method |
|--|--|
| Available travel demand model larger than local model | <ul style="list-style-type: none"> • A highway skimming procedure to determine the gateway used for each OD pair for each assignment time period. This method is not able to track more than one gateway for an OD pair. • A select zone and select link assignment procedure to determine the gateway(s) for an OD pair. This method requires more processing/computing time – dependent on the specific travel model and software. |
| Mobile Device OD Data | <ul style="list-style-type: none"> • Data purchase includes identification of gateway locations and automatic filtering to create associated OD trip tables. |
| Streamlined selection with Google Maps (or online mapping program) | <ul style="list-style-type: none"> • Spreadsheet template that creates a link to Google Maps for each OD pair, manual identification of gateway(s) in the routing is required. • An off-model, quick assessment tool, suitable for limited number of OD pairs. • Not able to quantify the split across multiple routes/gateways (if applicable) for an OD pair. • Time consuming; not suitable for large number of OD pairs due to manual process. |

4. Weighted Average Trip Length Beyond Model Gateways

The trip length adjustment process ultimately requires calculating the weighted average distance beyond each model gateway. A list of options for this process is identified in Table 4. Some of the processes calculate the distance beyond the model gateway directly; while other processes generate distance between each OD pair first, with a separate calculation for distance beyond the model gateway.



Table 4: Trip Length Beyond Model Boundary – Methods and Assessment

| Data Source | Trip Length Method Description |
|--|--|
| Available travel demand model larger than local model | <ul style="list-style-type: none"> Creates a new link variable equal to the link length for all the links external to the local model and 0 for all the links internal to the local model, and then uses a highway skimming procedure to skim this link variable to generate the total distance outside of the gateway for each OD pair for each assignment time period. Uses a select zone and select link assignment procedure to generate the volume distribution for each selected gateway, and calculates the weighted average distance based on the select link volume associated with each gateway. |
| CHTS | <ul style="list-style-type: none"> Estimates total OD distances between origin-destination for each trip record. Calculates the distance from the trip-end within the model boundary to the gateway for each record, based on the distance skim from the model, and subtracts it from the total CHTS OD distance to generate external trip length for each trip record. Aggregates the external trip distance across all the trip records to generate average external trip distance for each gateway. |
| Mobile Device OD Data | <ul style="list-style-type: none"> Distance between origins-destinations through each gateway are provided in the dataset. Calculates the distance from the trip-end within the model boundary to the gateway based on the distance skim from the model and subtracts it from the total mobile device OD distance to generate external trip length for each gateway. |
| Streamlined selection with Google Maps (or online mapping program) | <ul style="list-style-type: none"> Links to Google Maps and generates a path for each OD pair. Calculates the distance between the manually identified gateway(s) and the trip end location external to the model boundary, based on the shortest travel time path between the OD pair. |

Process Summary

An analyst can mix and match the procedures based on the most appropriate method for each step. For example, if CHTS is the most appropriate OD dataset to generate external trip length estimates, the user can generate the OD trip matrices based on CHTS while following the TAZ structure of the CSTDM, then identify local model gateways in the CSTDM highway network, and calculate the average trip length beyond each gateway, using the distance skims of the CSTDM, weighted by trips from the CHTS OD trip matrices.



Trip Length Adjustment User Guide and Resources

This section provides a user-guide and links to resources for the data sources and processes previously described in this memorandum.

California Statewide Travel Demand Model (CSTDM)

Caltrans maintains and updates the California Statewide Travel Demand Model, and provides resources regarding the model on their website:

- <https://dot.ca.gov/programs/transportation-planning/multi-modal-system-planning/statewide-modeling>

Information regarding the previous version of the CSTDM is no longer available on Caltrans' website. Caltrans is currently in the process of updating the statewide travel demand model. Requests regarding statewide modeling should be directed to Caltrans.

An example of the CSTDM used for OD data, gateway selection, and trip length beyond local model gateways is described below:

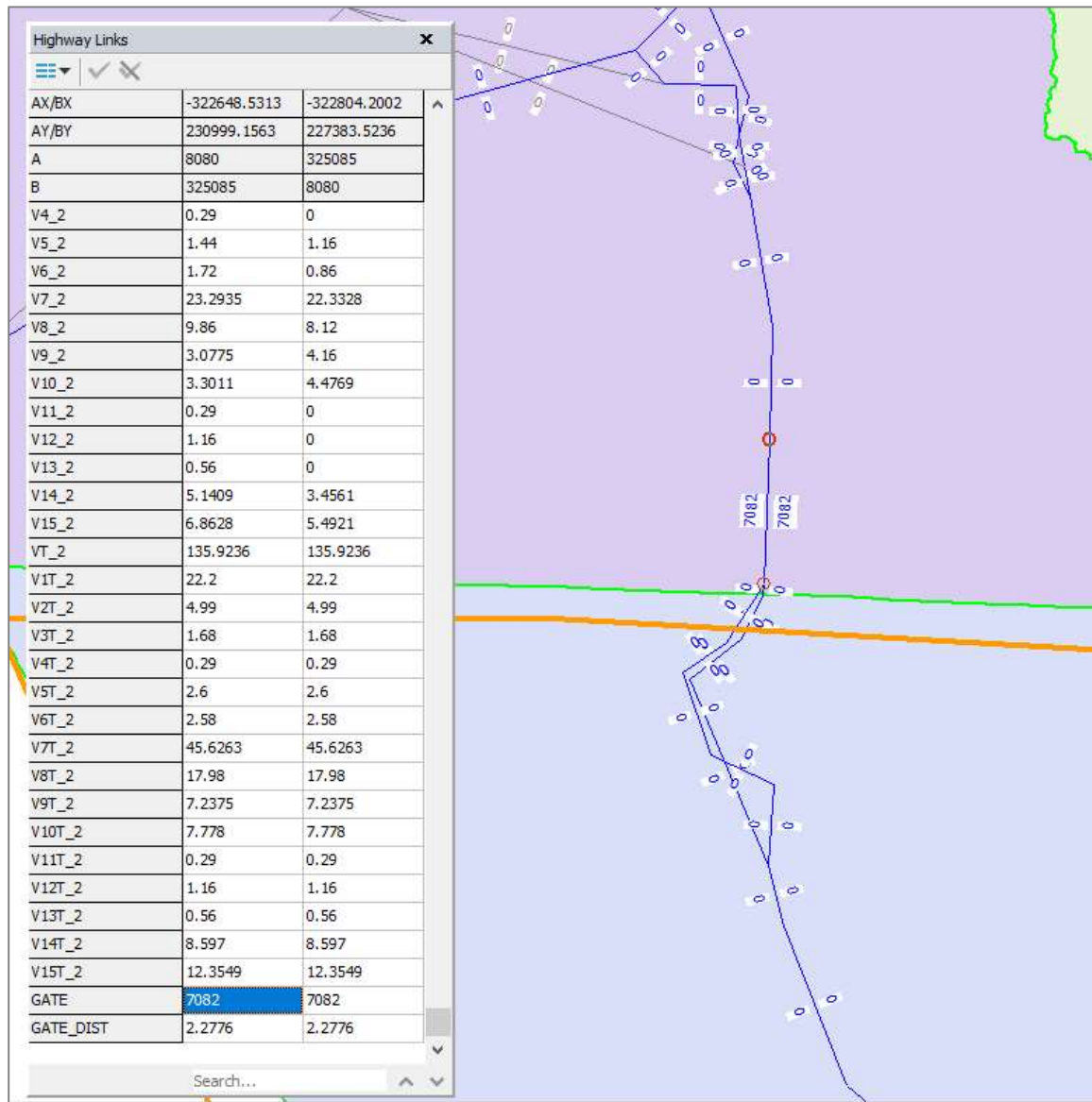
- Create correspondence between Study Area TAZs within local/regional model to the Statewide Model TAZs, similar to the example from the Mendocino Council of Governments (MCOG) Model, as shown in Table 5.

Table 5: Example TAZ Correspondence Table

| MCOG TAZ | CSTDM TAZ |
|----------|-----------|
| 1 | 256 |
| 3 | 259 |
| 5 | 259 |
| 6 | 259 |
| 7 | 259 |
| 8 | 260 |
| 9 | 260 |
| 10 | 260 |

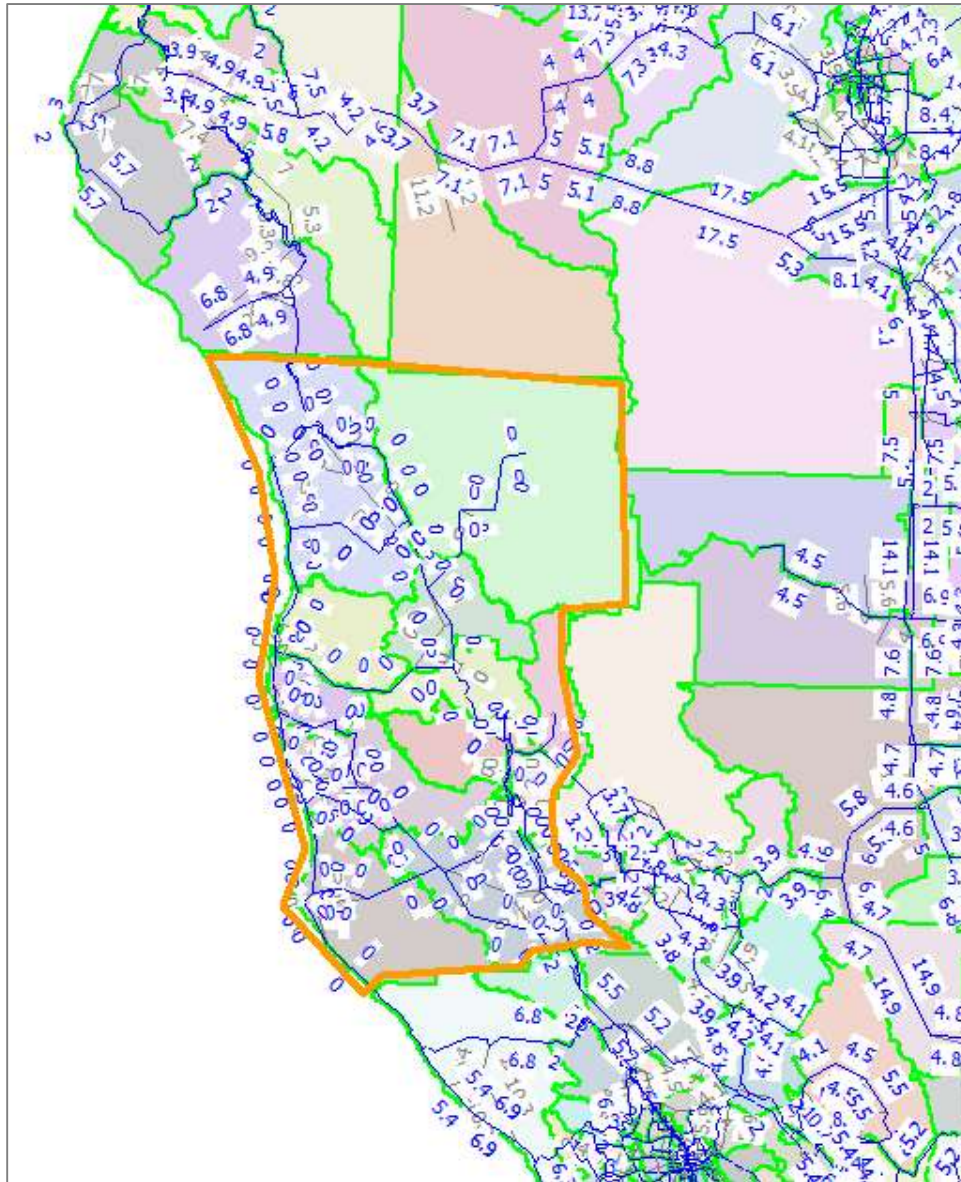


- Add "Gate" attribute to CSTDM roadway network links and set "Gate" equal to gateway id only for those links identified as the locations corresponding to the local/regional model gateways.





- Add "Gate_Dist" attribute to CSTDM roadway network links and set "Gate_Dist" equal to the link distance for those links outside the local/regional model boundary. All the CSTDM roadway links inside the local/regional model boundary will have a "Gate_Dist" attribute of 0.





- Run a highway skim on the CSTDM roadway network to skim the shortest travel time between each OD pair, tracking the gateway and distance outside the local model boundary. A sample Cube Voyager script for this step is included in the Appendix. An example output of this process is presented in Table 6.

Table 6: Example OD with Gate Identification and Distance Beyond Local Model

| CSTDM Origin TAZ | CSTDM Destination TAZ | Volume | Gateway ID | Distance Beyond Local Model Boundary (mi) |
|------------------|-----------------------|--------|------------|---|
| 246 | 2 | 0.21 | 7082 | 189.31 |
| 246 | 108 | 0.1 | 7082 | 82.73 |
| 246 | 118 | 0.42 | 7082 | 13.65 |
| 246 | 119 | 0.29 | 7082 | 22.88 |
| 246 | 139 | 0.13 | 7085 | 167.35 |
| 246 | 141 | 0.07 | 7085 | 169.53 |
| 246 | 173 | 0.25 | 7082 | 106.45 |
| 246 | 201 | 0.07 | 7085 | 126.73 |

- For each gateway, summarize the average distance beyond the local model boundary weighted by volume at each gateway. An example is presented in Table 7.

Table 7: Example Weighted Average Distance Beyond Local Model Boundary

| Gateway ID | Gateway | Weighted Average Distance Beyond Local Model Boundary (mi) |
|------------|----------------|--|
| 7081 | SR 1 - South | 28.4 |
| 7083 | US 101 - South | 63.2 |
| 7082 | US 101 - North | 44.7 |
| 7085 | SR 20 - East | 46.4 |
| 7086 | SR 175 - East | 15.9 |

- Tag the gateway distance from the above step using CSTDM to the gateways in the local/regional model and multiply to the gateway volume from the local/regional model to determine the gateway external VMT to the local/regional model. Make sure not to double-count any overlap distance that's already accounted for in the VMT calculation from the local/regional model. An example for this calculation for IX trips from the MCOG model is shown in Table 8.



Table 8: Example Adjustment Gateway and IX, XI Link Volumes Table

| Gateway | Weighted Average Distance Beyond Local Model Boundary (From CSTDM) | MCOG IX Volume | MCOG IX VMT Beyond Local Model Boundary |
|----------------|--|----------------|--|
| SR 1 - South | 28.4 | 1,190 | 33,796 |
| US 101 - South | 63.2 | 5,004 | 316,253 |
| US 101 - North | 44.7 | 567 | 25,345 |
| SR 20 - East | 46.4 | 3,529 | 163,746 |
| SR 175 - East | 15.9 | 551 | 8,761 |

California Household Travel Survey (CHTS)

CHTS data was collected by Caltrans and is shared on the following website.

- <https://www.nrel.gov/transportation/secure-transportation-data/tsdc-california-travel-survey.html>

An example of CHTS data filtered for IX trips for Mendocino County is shown below. This example requires processing of the survey data and specific formatting such that it contains trip origin, destination, distance, and volume information.

| oTract | oPlace | oCounty | dTract | dPlace | dCounty | distance_fine | time | avgSpeed | numVehTrips |
|------------|----------------|-----------|------------|----------------|---------------|---------------|------|----------|-------------|
| 6045010200 | Unincorporated | Mendocino | 6023011500 | Unincorporated | Humboldt | 24 | 30 | 50 | 232.2 |
| 6045010200 | Unincorporated | Mendocino | 6023011500 | Unincorporated | Humboldt | 24 | 30 | 50 | 0 |
| 6045010400 | Fort Bragg | Mendocino | 6033001000 | Kelseyville | Lake | 86 | 120 | 45 | 491.32 |
| 6045010500 | Fort Bragg | Mendocino | 6001450752 | Dublin | Alameda | 194 | 330 | 35 | 486.56 |
| 6045010700 | Willits | Mendocino | 6023001000 | Arcata | Humboldt | 133 | 170 | 45 | 0 |
| 6045010700 | Willits | Mendocino | 6023001000 | Arcata | Humboldt | 134 | 170 | 45 | 261.41 |
| 6045010700 | Willits | Mendocino | 6023011500 | Unincorporated | Humboldt | 60 | 70 | 50 | 62.31 |
| 6045010700 | Willits | Mendocino | 6023011500 | Unincorporated | Humboldt | 72 | 120 | 35 | 210.39 |
| 6045010700 | Willits | Mendocino | 6033000802 | Clearlake | Lake | 64 | 65 | 60 | 164 |
| 6045010700 | Willits | Mendocino | 6033001000 | Kelseyville | Lake | 51 | 70 | 45 | 221.9 |
| 6045010700 | Willits | Mendocino | 6075016500 | San Francisco | San Francisco | 134 | 155 | 50 | 0 |
| 6045010700 | Willits | Mendocino | 6075016500 | San Francisco | San Francisco | 135 | 155 | 50 | 49.48 |
| 6045010700 | Willits | Mendocino | 6081604800 | Millbrae | San Mateo | 149 | 200 | 45 | 89.91 |
| 6045010700 | Willits | Mendocino | 6097153403 | Sebastopol | Sonoma | 89 | 120 | 45 | 0 |
| 6045010700 | Willits | Mendocino | 6105000400 | Mad River | Trinity | 123 | 285 | 25 | 191.16 |
| 6045010801 | Unincorporated | Mendocino | 6097152000 | Santa Rosa | Sonoma | 71 | 90 | 45 | 46.84 |
| 6045010802 | Unincorporated | Mendocino | 6055201700 | Angwin | Napa | 83 | 120 | 40 | 103.69 |
| 6045010900 | Unincorporated | Mendocino | 6023011100 | Rio Dell | Humboldt | 128 | 190 | 40 | 129.99 |
| 6045010900 | Unincorporated | Mendocino | 6033000300 | North Lake | Lake | 28 | 60 | 30 | 274.5 |
| 6045010900 | Unincorporated | Mendocino | 6033000400 | Lakeport | Lake | 34 | 40 | 50 | 916.13 |
| 6045011002 | Unincorporated | Mendocino | 6001421700 | Berkeley | Alameda | 159 | 195 | 50 | 240.48 |



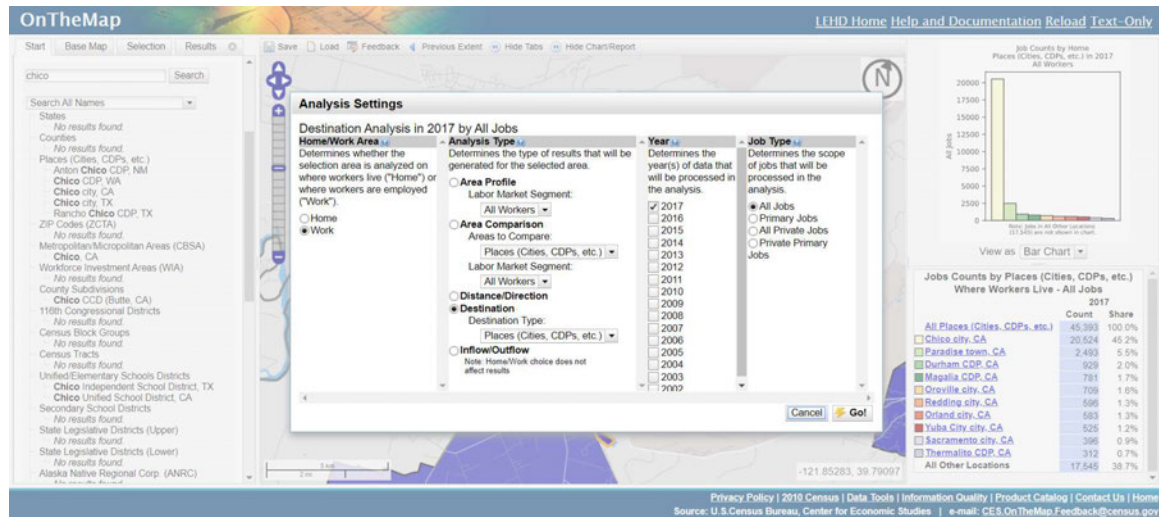
Longitudinal Employer-Household Dynamics Data (LEHD)

LEHD data can be accessed using the following online resource.

- <https://onthemap.ces.census.gov/>

OD data using this resource can be identified by searching a study area (City, County, or can upload a shapefile with specific geography) and looking at the “Destination” Analysis Type.

- For IX trips, use the “Home” setting for Home/Work Area
- For XI trips, use the “Work” setting for Home/Work Area





Mobile Device OD Data

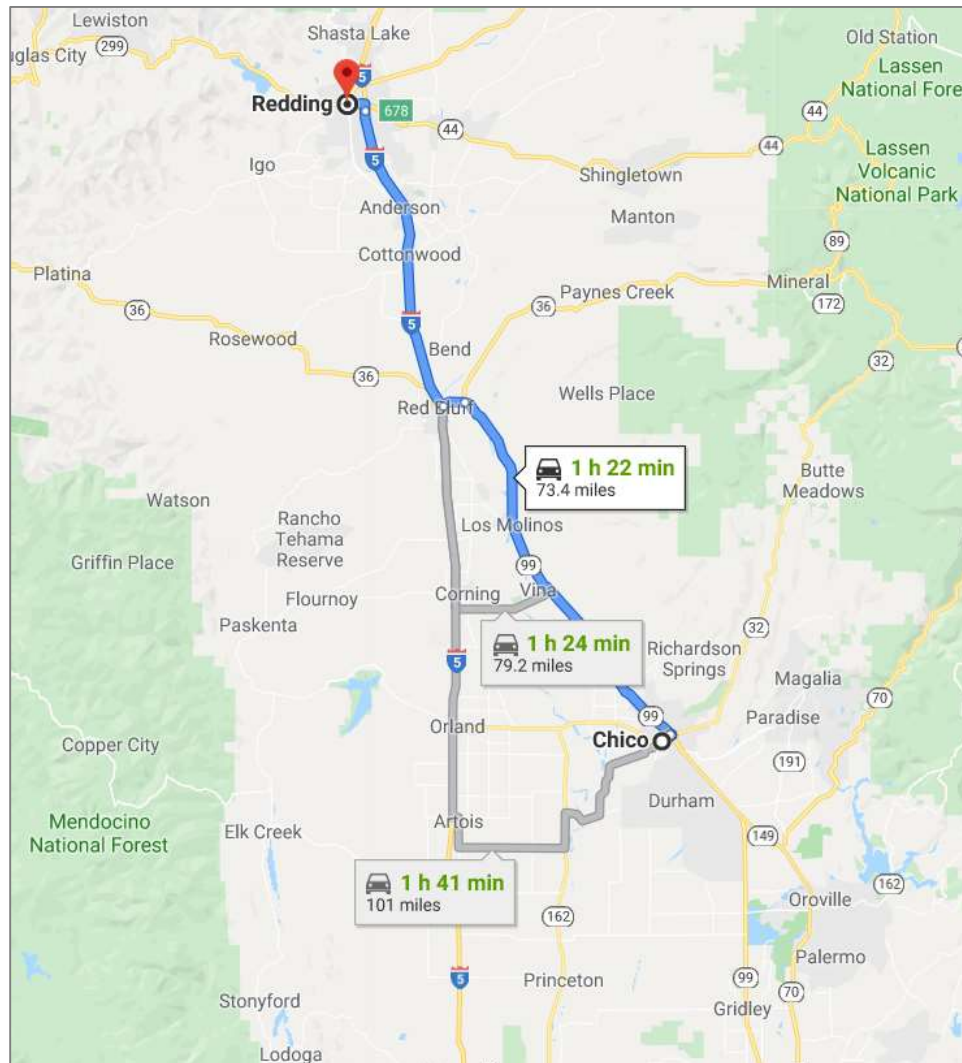
Streetlight is one vendor that can provide data for OD, gateway identification, and trip lengths. A middle filter analysis is needed to determine which particular gateway a trip passes through. An example showing IX trips from Chico to areas beyond the Butte Council of Governments (BCAG) Model boundary is presented below.

| Type of Travel | Origin Zone ID | Origin Zone Name | Middle Filter Zone ID | Middle Filter Zone Name | Destination Zone ID | Destination Zone Name | Day Type | Day Part | Total O-M-D Traffic (Sample Trip Counts) |
|----------------|----------------|------------------|-----------------------|-------------------------|---------------------|-----------------------|-------------------|------------------------|--|
| Personal | 6 | Biggs | 1 | CA 99 North of | 16 | Tehama County | 1: Weekday (M-Th) | 0: All Day (12am-12am) | 3 |
| Personal | 6 | Biggs | 1 | CA 99 North of | 23 | Shasta County | 1: Weekday (M-Th) | 0: All Day (12am-12am) | 2 |
| Personal | 6 | Biggs | 9 | Honcut Rd | 30 | Yuba County | 1: Weekday (M-Th) | 0: All Day (12am-12am) | 3 |
| Personal | 6 | Biggs | 11 | CA 70 South of | 20 | Nevada County | 1: Weekday (M-Th) | 0: All Day (12am-12am) | 1 |
| Personal | 6 | Biggs | 11 | CA 70 South of | 26 | Placer County | 1: Weekday (M-Th) | 0: All Day (12am-12am) | 2 |
| Personal | 6 | Biggs | 11 | CA 70 South of | 30 | Yuba County | 1: Weekday (M-Th) | 0: All Day (12am-12am) | 4 |
| Personal | 6 | Biggs | 12 | Larkin Rd | 28 | Sutter County | 1: Weekday (M-Th) | 0: All Day (12am-12am) | 2 |
| Personal | 6 | Biggs | 12 | Larkin Rd | 30 | Yuba County | 1: Weekday (M-Th) | 0: All Day (12am-12am) | 1 |
| Personal | 6 | Biggs | 13 | CA 99 South of | 19 | Glenn County | 1: Weekday (M-Th) | 0: All Day (12am-12am) | 1 |
| Personal | 6 | Biggs | 13 | CA 99 South of | 26 | Placer County | 1: Weekday (M-Th) | 0: All Day (12am-12am) | 1 |
| Personal | 6 | Biggs | 13 | CA 99 South of | 27 | Sacramento County | 1: Weekday (M-Th) | 0: All Day (12am-12am) | 49 |
| Personal | 6 | Biggs | 13 | CA 99 South of | 28 | Sutter County | 1: Weekday (M-Th) | 0: All Day (12am-12am) | 174 |
| Personal | 6 | Biggs | 13 | CA 99 South of | 29 | Yolo County | 1: Weekday (M-Th) | 0: All Day (12am-12am) | 7 |
| Personal | 6 | Biggs | 13 | CA 99 South of | 30 | Yuba County | 1: Weekday (M-Th) | 0: All Day (12am-12am) | 17 |
| Personal | 6 | Biggs | 14 | Almond Orchard | 28 | Sutter County | 1: Weekday (M-Th) | 0: All Day (12am-12am) | 3 |
| Personal | 6 | Biggs | 15 | Gridley Road | 18 | Colusa County | 1: Weekday (M-Th) | 0: All Day (12am-12am) | 3 |
| Personal | 6 | Biggs | 17 | Biggs-Willows Rd | 18 | Colusa County | 1: Weekday (M-Th) | 0: All Day (12am-12am) | 3 |
| Personal | 6 | Biggs | 17 | Biggs-Willows Rd | 19 | Glenn County | 1: Weekday (M-Th) | 0: All Day (12am-12am) | 8 |
| Personal | 6 | Biggs | 19 | Ord Ferry Road | 19 | Glenn County | 1: Weekday (M-Th) | 0: All Day (12am-12am) | 1 |
| Personal | 6 | Biggs | 20 | CA 32 Hamilton | 19 | Glenn County | 1: Weekday (M-Th) | 0: All Day (12am-12am) | 2 |
| Personal | 7 | Chico | 1 | CA 99 North of | 16 | Tehama County | 1: Weekday (M-Th) | 0: All Day (12am-12am) | 2482 |
| Personal | 7 | Chico | 1 | CA 99 North of | 19 | Glenn County | 1: Weekday (M-Th) | 0: All Day (12am-12am) | 6 |
| Personal | 7 | Chico | 1 | CA 99 North of | 23 | Shasta County | 1: Weekday (M-Th) | 0: All Day (12am-12am) | 643 |
| Personal | 7 | Chico | 1 | CA 99 North of | 27 | Sacramento County | 1: Weekday (M-Th) | 0: All Day (12am-12am) | 2 |
| Personal | 7 | Chico | 1 | CA 99 North of | 30 | Yuba County | 1: Weekday (M-Th) | 0: All Day (12am-12am) | 1 |
| Personal | 7 | Chico | 3 | CA 32 North of | 14 | Plumas County | 1: Weekday (M-Th) | 0: All Day (12am-12am) | 19 |
| Personal | 7 | Chico | 3 | CA 32 North of | 16 | Tehama County | 1: Weekday (M-Th) | 0: All Day (12am-12am) | 4 |



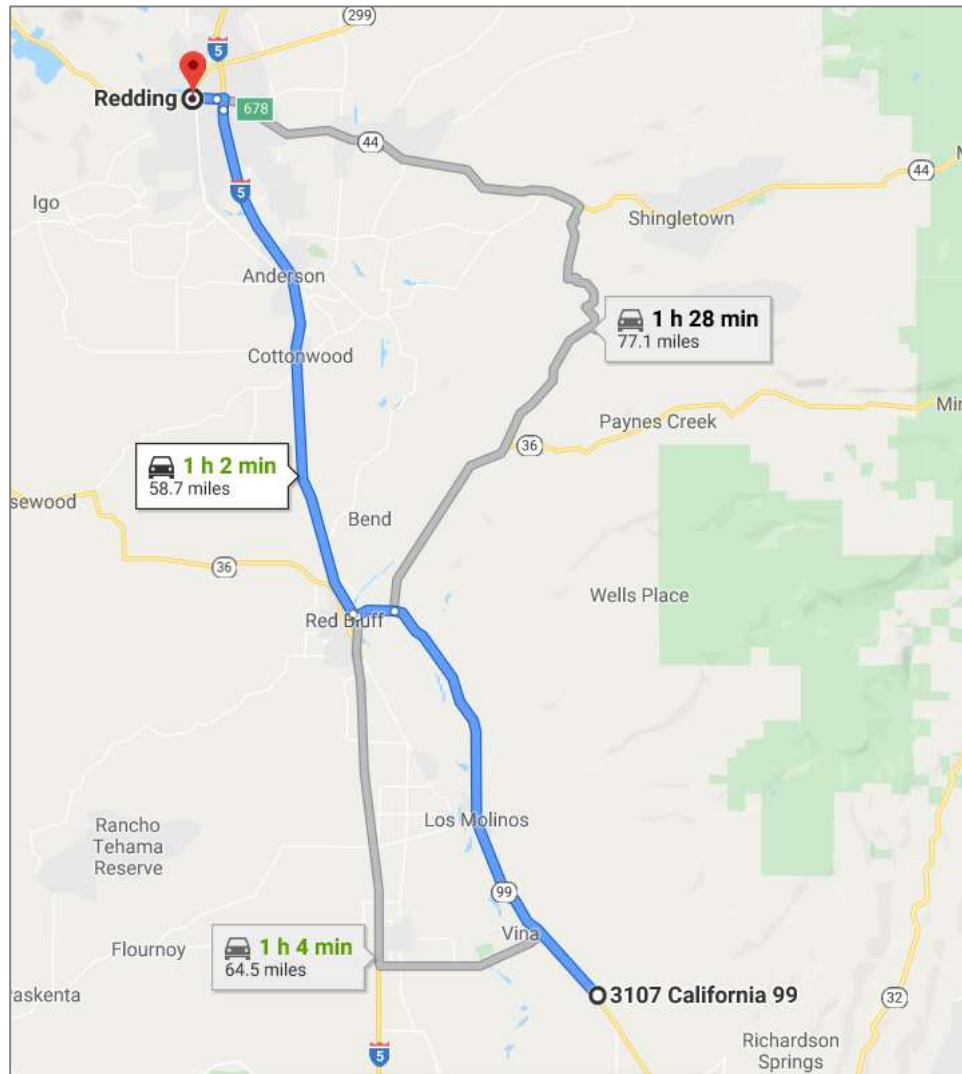
Google Maps (for Gateway Identification and Trip Length Beyond Local Model Gateways)

Google Maps (or similar online mapping tool) can be used as a quick tool for gateway identification and for determining trip lengths beyond a local model boundary. An example of trips from Chico leaving the BCAG model boundary to Redding is shown below. Trips for this OD pair pass through the gateway on SR 99 (based on the shortest travel time).





After a gateway is identified, the distance from the gate location to the trip end outside of the local model boundary can also be searched, as shown below.





Appendix (Cube Voyager Sample Script)

```
;TAZs from local model within the CSTDM
Project1='246-261'
;=====
; PM peak period highway skim
RUN PGM=highway
NETI=..\LoadedNetworks\HwyNetwork_Loaded_PM_?.net          ; input network
MATO=Skim_PM_?.mat, MO=1-4, NAME=TIME,GATE,GATE_DIST,FULL_DIST ; output skim matrix
  PHASE=ILOOP
    PATH=LI.TIME_2,MW[1]=PATHTRACE(LI.TIME_2), MW[2]=PATHTRACE(LI.GATE), MW[3]=PATHTRACE(LI.GATE_DIST),
    MW[4]=PATHTRACE(LI.DISTANCE)
  endphase
ENDRUN
;=====
; Summarize OD Volumes and Skim Matrices
RUN PGM=MATRIX
  MATI[1]=..\TripTables\OD_?.mat
  MATI[2]=Skim_PM_?.mat
  MATO=OD_Gate_VMT_?.mat, MO=1-6, name=VOL_DAY,GATE,GATE_DIST,GATE_VMT_DAY,FULL_DIST,FULL_VMT
  MW[1]=mi.1.1 + mi.1.2 + mi.1.3 + mi.1.4 + mi.1.5 + mi.1.6 + mi.1.7 + mi.1.8 + mi.1.9 + mi.1.10 + mi.1.11 + mi.1.12 +
  mi.1.13 + mi.1.14 + mi.1.15 + mi.1.16 + mi.1.17 + mi.1.18 + mi.1.19 + mi.1.20 + mi.1.21 + mi.1.22 + mi.1.23 + mi.1.24 +
  mi.1.25 + mi.1.26 + mi.1.27 + mi.1.28 + mi.1.29 + mi.1.30 + mi.1.31 + mi.1.32 + mi.1.33 + mi.1.34 + mi.1.35 + mi.1.36 +
  mi.1.37 + mi.1.38 + mi.1.39 + mi.1.40 + mi.1.41 + mi.1.42 + mi.1.43 + mi.1.44 + mi.1.45 + mi.1.46 + mi.1.47 + mi.1.48 +
  mi.1.49 + mi.1.50 + mi.1.51 + mi.1.52 + mi.1.53 + mi.1.54 + mi.1.55 + mi.1.56 + mi.1.57 + mi.1.58 + mi.1.59 + mi.1.60
  MW[2]=mi.2.2
  MW[3]=mi.2.3
  MW[4]=MW[1]*MW[3]
  MW[5]=mi.2.4
  MW[6]=MW[1]*MW[5]
ENDRUN
;=====
; Export to CSV
run pgm=matrix
filei mati[1] = OD_Gate_VMT_?.mat
fileo mato[1]= OD_Gate_VMT_?.IX.csv, MO=1-6, FORMAT=csv, PATTERN=IJM:V, DEC=d, DELIMITER=', '
fileo mato[2]= OD_Gate_VMT_?.XI.csv, MO=7-12, FORMAT=csv, PATTERN=IJM:V, DEC=d, DELIMITER=', '
  IF (I=@Project1@)
    MW[1]=MI.1.1 EXCLUDE=@Project1@
    MW[2]=MI.1.2 EXCLUDE=@Project1@
    MW[3]=MI.1.3 EXCLUDE=@Project1@
    MW[4]=MI.1.4 EXCLUDE=@Project1@
    MW[5]=MI.1.5 EXCLUDE=@Project1@
    MW[6]=MI.1.6 EXCLUDE=@Project1@
  ELSE
    MW[1]=0
    MW[2]=0
    MW[3]=0
    MW[4]=0
    MW[5]=0
    MW[6]=0
  ENDIF

JLOOP
IF (I=@Project1@ & J=@Project1@)
  MW[7]=0
  MW[8]=0
```



```
        MW[9]=0
        MW[10]=0
        MW[11]=0
        MW[12]=0
    ELSEIF (J=@Project1@)
        MW[7]=MI.1.1
        MW[8]=MI.1.2
        MW[9]=MI.1.3
        MW[10]=MI.1.4
        MW[11]=MI.1.5
        MW[12]=MI.1.6
    ELSE
        MW[7]=0
        MW[8]=0
        MW[9]=0
        MW[10]=0
        MW[11]=0
        MW[12]=0
    ENDIF
ENDJLOOP
ENDRUN
```

Appendix B:

CEQA VMT Transportation Impact Analysis Guidelines

Memorandum

Date: July 26, 2021
To: Olivia Ervin, City of Petaluma
From: Ian Barnes and Matt Goyne, Fehr & Peers
Subject: **CEQA VMT Transportation Impact Analysis Guidelines**

SF19-1023

This memorandum summarizes the City of Petaluma's VMT Transportation Impact Analysis (TIA) guidance to project applicants and transportation consultants regarding the need, form, and methods of evaluating a project's impacts to VMT for the purposes of CEQA Transportation section impact analysis. The guidance in this memorandum was developed as part of the City of Petaluma's formal SB 743 VMT implementation process and reflects the recommendations of the Technical Advisory Committee and the decisions of the City Council as part of the formal implementation process.

It is noted that City staff retain discretion to deviate from the guidance in the memorandum, or when substantial evidence exists to deviate from the guidance. These VMT TIA Guidelines may be periodically updated at the staff level to reflect best practices based on industry standards. Also, the guidance in this memorandum is provided for VMT analysis only, the City may (at its discretion) require an informational analysis of congestion using Level of Service (LOS) or other metrics as part of a non-CEQA analysis. The change to VMT analysis as part of the CEQA Transportation analysis process does not replace the need to study previously-required topics such as construction phase impacts, impacts to the bicycle, pedestrian and transit modes, emergency vehicle access and circulation, and the implementation of hazardous design features and/or incompatible uses of the roadway system.

It is noted that these VMT TIA Guidelines are related to the evaluation of VMT for CEQA Transportation analysis purposes only. Other recent Senate Bill 743-related policies released by Caltrans in July 2020 will require that safety impacts are analyzed in the future. Safety analysis guidelines will be prepared by the City as a future effort after the adoption of the VMT TIA Guidelines.



1. When is a TIA Required?

An applicant seeking project approval will submit the proposed project to the City of Petaluma Planning Division with an application for project review and approval. The project planner will transmit the application to Public Works for preliminary review, as part of the project review process. After a preliminary review of the project by Public Works, the applicant will be notified by the project planner in writing within 30 days of the application submittal date as to whether a TIA is required. The decision-making process will be based, in part or in whole, on the flow chart presented in **Attachment A**.

A TIA and VMT assessment shall be required for a proposed project that does not satisfy any of the identified project screening criteria (specifics discussed further in **Section 2.1**):

- Small projects
- Local serving retail less than 30,000 square feet
- Projects in a Low-VMT area
- Projects in proximity to a major transit stop
- 100 percent affordable housing in a jobs-rich area
- Transportation projects that will not result in an increase in vehicle capacity or VMT

Projects with drive-throughs are not eligible for screening and must complete a VMT analysis.

In cases where insufficient information is available to make a preliminary assessment of a proposal's effect on VMT, additional information may be requested or Public Works staff shall determine, at their discretion, whether a TIA will be required. The Planning Division may recommend that a VMT analysis be performed in cases where there is heightened CEQA risk for a project. Similarly, in cases where City staff have determined that it is in the public interest to complete a VMT analysis, a TIA may be required at City staff discretion even if the project meets one of the screening criteria.

A TIA must be prepared under the direction of a registered California traffic engineer or a registered California civil engineer with documented experience in traffic engineering and transportation planning. The TIA shall be submitted to Public Works and the Planning Division in a draft form. Comments relative to the analysis shall be provided by City staff (in writing) to the project proponent and its engineer so that any necessary revisions can be made prior to final submittal. The TIA is not deemed complete or final until it incorporates all necessary revisions and is prepared to the City's satisfaction.



2. Analysis Methodology

For purposes of SB 743 compliance and satisfying CEQA Guidelines §15064.3, a VMT analysis should be conducted for land use projects as deemed necessary by the City Traffic Engineer and would apply to projects that have the potential to result in VMT in excess of a percentage of the baseline VMT per capita (i.e., per resident or per employee) for the land use.

2.1. Project Screening Categories

There are six types of screening that may be applied to projects to allow for the bypassing of project-level VMT assessment. These screening criteria are summarized below:

- *Small Projects*: Projects that generate or attract fewer than 110 trips per day, which is equivalent to a 15-unit residential project or a non-residential project of 10,000 square feet or less. City staff retain the discretion to apply similar qualifications for the small project screening criteria as those that apply for *Projects in Proximity to a Major Transit Stop*.
- *Local Serving Retail*: Local-serving retail projects of less than 30,000 square feet may be screened on the basis that they may attract trips that would otherwise travel longer distances.
- *Projects in Low-VMT Area*: Residential and office/employment-focused projects that are in low-VMT areas (based on adopted VMT thresholds of significance) that are similar in similar to nearby developments in terms of density, mix of uses, and transit accessibility. Maps of low-VMT areas in the City are presented in **Attachment A**. It is noted that the TIA preparer should verify that the data in the maps, such as the baseline year and consistency of the development type with the SCTA land uses, is still appropriate for use. If the project is inconsistent with the underlying data (e.g., a single-family project in a zone with no existing single-family residential uses), then a detailed VMT analysis should be conducted to determine whether the project exceeds the VMT.
- *Projects in Proximity to a Major Transit Stop*: Projects within one-half mile (walking distance) of an existing or planned high-quality transit corridor or major transit station. These areas are generally delineated in the VMT maps in **Attachment A**; the TIA preparer must verify that the project site is within the one-half mile walking distance of the major transit stop. City staff retain the discretion to not allow the screening of projects within a half mile of the Corona Station or other planned transit service expansions until funding is secured. To qualify for this exemption, the following additional project design criteria must be met:
 - Floor Area Ratio (FAR) of 0.75 or more
 - Does not include more parking than required by the City of Petaluma
 - Is consistent with Plan Bay Area



- Does not replace affordable residential units with a smaller number of moderate- or high-income residential units (although a small market-rate project could qualify for small project screening)
- *Affordable Housing in Jobs-Rich Areas*: Projects with 100 percent affordable housing that are located in infill locations and areas with a high jobs-housing imbalance.
- *Transportation Projects*: Transit, bicycle, and pedestrian projects, and roadway maintenance projects that do not result in an increase in vehicle capacity or VMT.

As noted previously, projects with drive-throughs are not eligible for screening and must complete a VMT analysis unless otherwise exempted by City staff. City staff retain discretion to deny the use of a screening criteria if substantial evidence (as defined for CEQA purposes) exists that screening is not appropriate. Also, screening does not necessarily remove the requirement to analyze VMT for the purposes of the CEQA Air Quality, Greenhouse Gas and Energy analysis sections. City staff may require that a technical memorandum be prepared to support the rationale that a project meets screening criteria.

2.2. VMT Assessment for Non-Screened Development

Projects not screened through the steps above should complete VMT analysis and forecasting through the latest version of the Sonoma County Transportation Authority (SCTA) travel demand model to determine if the project results in a significant VMT impact. The version of the model being used should be approved by City staff and the release date of the model should be clearly documented in the TIA. This analysis should include "project generated VMT" and "project effect on VMT" estimates (where applicable) for the project TAZ (or TAZs) under the following scenarios:

- **Baseline conditions** – For residential and retail/commercial service information, baseline VMT information is available from the SCTA model. For office and employment-focused uses, baseline VMT information is available from the MTC model or published data sources from MTC; note that while baseline information of office and employment-focused projects is based on data from MTC, the SCTA model will be used in the evaluation of project impacts (see discussion in **Section 2.3**). Baseline conditions are defined as at the time of the release of the Notice of Preparation (NOP) when an Environmental Impact Report is being prepared or upon a determination that the project application is complete if an Initial study is being prepared. If baseline conditions at the time of NOP are not suitable based on substantial evidence, a historical baseline may be used. It is noted that the off-the-shelf SCTA base year (2015) travel demand model does not include the effects of SMART (which began revenue service in 2017); engineers completing traffic analyses are advised to justify and document selection of the baseline



year and to secure acceptance by the City. Future iterations of the SCTA travel demand model base year are expected to include SMART. SCTA updates the travel demand model every two to three years and the traffic engineer should check to confirm they are using data from the latest available model version.

- **Baseline plus project conditions** - The project land use would be added to the project TAZ or a separate TAZ would be created to contain the project land uses. A full base year SCTA model run would be performed and VMT changes would be isolated for the project TAZ and across the full model network. The model output must include reasonableness checks of the production and attraction balancing to ensure the project effect is accurately captured. If this scenario results in a significant impact, then a Cumulative scenario analysis may be required at City staff discretion. Cumulative scenario analysis may reveal that the baseline plus project significant impact is temporary in nature if buildout of the General Plan land use pattern and multimodal transportation system results in a more efficient land use patterns and multimodal transportation connections (as measured by VMT per capita metrics).
- **Cumulative conditions (if required)** - This data is available from the SCTA model. Cumulative conditions are defined as Year 2040 conditions and include land use and transportation network buildout of the adopted City General Plan. Engineers completing traffic analyses are advised to check the model land use and transportation network inputs to verify that they represent appropriate Year 2040 assumptions.
- **Cumulative plus project conditions (if required)** - The project land use would be added to the project TAZ or a separate TAZ would be created to contain the project land uses. A full Year 2040 SCTA model run would be performed and VMT changes would be isolated for the project TAZ and across the full model network. The model output must include reasonableness checks of the production and attraction balancing to ensure the project effect is accurately captured.

The model output should include VMT per the relevant metric for the land use being studied. The VMT metrics by land use project type include:

- **Residential projects:** total home-based VMT per resident
- **Office and other employment-focused projects:** total home-based work VMT per employee
- **Retail and other commercial service projects:** total project effect on VMT within a geographic area



- **Redevelopment projects:** total project effect on VMT within a geographic area¹

Project-generated VMT shall be extracted from the travel demand forecasting model using the origin-destination trip matrix and shall multiply that matrix by the final origin-destination assignment “skim” matrices in the model. The project-effect on VMT in a geographic area shall be estimated considering all VMT within the geographic boundary; the geographic boundary shall be defined based on the project’s area of influence. In many cases, project-generated VMT and project-effect on VMT will be equal; engineers are advised to justify and document this assumption, if made.

2.3. Split-Model Approach for Office and Employment-Focused Uses

As noted in **Section 2.2** and as included in the thresholds for office and employment-focused uses provide in **Section 3**, analysis for these uses rely on a metric of total home-based work VMT per employee measured at the nine-county Bay Area level. This is due to the desire to maintain consistency with the OPR *Technical Advisory*. Data from the MTC model (or other published data from MTC) is suggested for the setting of baseline VMT values for this metric as it provides better information about home-based work VMT per employee for the entire Bay Area.

While the baseline information is based on the MTC model, the SCTA model should be used in the evaluation of VMT impacts. The SCTA model has been updated to include trip lengths on model gateway boundaries (at the border of Sonoma County with neighboring counties) based on location-based service “Big Data”, thus the SCTA model is able to account for the length of project trips beyond the county boundary. Based on discussions with SCTA staff, this split-model approach is valid because the SCTA model does effectively model the length of trips between Sonoma County and other destinations in the Bay Area through the use of Big Data. As such, the SCTA model also provides data on the length of trips between Petaluma and Mendocino County, something that the MTC does not provide well.

Ultimately this split model approach provides for a more conservative calculation because the roadway network detail in the SCTA model is more robust than the MTC model. Thus, the calculation using the SCTA model generally leads to slightly higher estimates of home-based work VMT per worker than the MTC model. Using a higher estimate of the project’s effect on VMT from the SCTA model versus the comparatively lower baseline value from the MTC model (or

¹ For redevelopment projects, City staff retain discretion to require a VMT analysis use the residential, office/employment, and/or retail thresholds if substantial evidence indicates that the redevelopment metric is not appropriate for a given project.



published information) yields a more conservative assessment of the projects CEQA impacts related to VMT.

2.4. Relationship between VMT and LOS Analyses

As noted previously, an analysis of congestion using Level of Service (LOS) or similar metrics may continue to be required by the City Traffic Engineer as part of an informational assessment of the project's effects on the operations of the City's circulation system. Guidelines for the conduction of informational, LOS-based congestion analysis are provided in a separate document. If the City requires improvement measures that add roadway capacity, the induced VMT effects of these improvements must be captured in the CEQA VMT analysis. The State Office of Planning and Research's *Technical Advisory on Evaluating Transportation Impacts in CEQA* contains a list of transportation system improvements that are presumed to not result in induced VMT; many typical LOS-related improvement strategies (installing traffic signals, installing turn pockets, etc.) are listed as presumed to not result in induced VMT.

2.5. CEQA Safety Analysis

In July 2020, Caltrans released interim guidance to its districts on how to review potential safety impacts for projects that affect the state highway system (<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-07-01-interim-lidigr-safety-guidance-a11y.pdf>). Guidelines for safety analysis will be released in the future after the VMT TIA Guidelines have been adopted, although it is noted that Caltrans may begin to provide safety analysis-related comments on Notices of Preparation or draft environmental documents at their discretion.

3. CEQA VMT Impact Thresholds

The following CEQA VMT impact thresholds have been adopted by the City Council through Resolution No. 2021-112. Projects resulting in a significant VMT impact are required to implement mitigation measures to alleviate the significant impact.

A project would result in a significant impact and require mitigation if:

- **For residential projects:** Project total home-based VMT per resident exceeds 16.8% of the City-wide average. The City-wide average baseline value applies until such time that the City of Petaluma exceeds the housing allocation for the City as identified in the Sustainable Communities Strategy (SCS) for the Bay Area region; if the City exceeds the SCS housing allocation, the nine-county Bay Area regional average applies.



- **For office and other employment-focused projects:** Project total home-based work VMT per employee exceeds 16.8% of the nine-county Bay Area regional average
- **For retail and other commercial service projects:** Project results in a net increase in VMT over the geographic area that the project influences.
- **For mixed-use and other projects:** Project components should be analyzed using the relevant thresholds for residential, office/employment-focus, or retail/commercial service projects. The benefit of a mix of uses on-site can and should be included in the analysis.
- **For transportation projects:** Project results in induced travel and an increase in City-wide VMT²
- **For redevelopment projects:** Project results in increased VMT versus current land uses. City staff retain discretion to identify the baseline VMT for use in the calculation (i.e. based on current uses or permitted uses).

4. VMT Mitigation Measures

To mitigate VMT impacts, the following choices are available to the applicant:

1. Modify the project's built environment characteristics (density, design diversity of uses, distance to transit, etc.) to reduce VMT generated by the project.
2. Implement Transportation Demand Management (TDM) measures to reduce VMT generated by the project.
3. Participate in a VMT fee program and/or VMT mitigation exchange/banking program (if available) to reduce VMT from the project or other land uses to achieve acceptable levels.

Measures appropriate for most of the City of Petaluma are summarized in Chapter 4 of the City's *Senate Bill 743 Vehicle-Miles Traveled Implementation* Report. Other TDM measures may be included as part of mitigation if substantial evidence exists that they are relevant to the project being analyzed.

VMT reductions should be evaluated using state-of-the-practice methodologies recognizing that many of the TDM strategies are dependent on building tenant performance over time. As such, actual VMT reduction cannot be reliably predicted, and monitoring may be necessary to gauge performance related to mitigation expectations.

When a project is found to have a significant impact under CEQA, the City of Petaluma requires developers and the business community to assist in reducing total vehicular trips and VMT by

² Analysis for non-screened transportation projects require the use of SCTA travel demand model runs for the No Project and Plus Project scenario and may include an assessment of induced VMT using the [UC Davis Induced Travel Calculator](#) or published literature on the topic (e.g. elasticities from *The Fundamental Law of Road Congestion: Evidence from US Cities*. (Duranton and Turner, 2012).



implementing TDM plans. The potential of a proposed project to reduce traffic through the use of a TDM plan should be addressed in the TIA.

If a TDM plan is proposed as a mitigation measure for a project, and the TIA attributes a reduction in VMT to the TDM plan, the following information must be provided:

1. A detailed description of the major components of the TDM plan and how it would be implemented and maintained on a continuing basis.
2. Case studies or empirical data that supports the anticipated reduction of traffic attributed to the TDM plan.
3. Enforcement Measures – how it will be monitored and enforced.

5. TIA Procedures

This section outlines the typical procedure for conducting a Transportation Impact Analysis (TIA) in Petaluma. The purpose of this procedure is to outline the process for securing necessary City staff concurrence and feedback on key study parameters, assumptions, results and conclusions throughout the TIA development process. This typical procedure can be modified at City staff discretion, but is a useful framework for communication between preparers of TIAs and City staff.

Step 1. Identify Scope of VMT Analysis: Using the flowchart presented in **Attachment A**, review the project description and characteristics such as types of uses, size, location, etc. to determine the level of VMT analysis required. Other required analysis beyond VMT analysis may include, but are not limited to, safety analysis, construction impact analysis, analysis of hazardous design features and incompatible uses, emergency vehicle access and circulation, analysis of the multimodal system (transit, bicycle and pedestrian modes), and informational LOS analysis.

Step 2. Develop Scope of Work and Submit for Approval: Develop scope of work for the TIA, including whether documentation will include a formal report or technical memorandum. Submit scope of work and supporting information and assumptions behind development of the scope to the City Traffic Engineer for review and approval. Additional review by other functional groups in the Public Works Department and Planning Division may be required for approval. Revise scope as necessary based on City staff comments.

Step 3. Prepare Draft TIA and Submit for Review: Conduct TIA and document in a formal report or memorandum (documentation assumption to be confirmed as part of scope review in Step 2). Documentation should include, at a minimum, relevant



information about the project description, discussion of analysis assumptions, methods and procedures, summary of calculations and results, and CEQA findings and mitigation measures (if necessary). It is recommended that the CEQA analysis and informational LOS analyses be provided in separate sections in the documentation. Submit documentation to City staff for review and comment. City staff will review the calculations, results and findings of the TIA and provide questions and comments for the TIA preparer to respond to.

Step 4. Respond to Comments and Submit for Approval: Revise TIA documentation based on City comments and respond to questions as appropriate. Submit a redline version of the documentation with edits and responses to comments (as appropriate). City staff will review the updated documentation and approve the documentation or provide additional questions or comments. *It is noted that the City strives to approve TIA reports or memoranda after one round of comments, but the City retains discretion to request additional information or provide additional comments/questions based on the responses/modifications provided in the updated TIA documentation.*

Attachment A

Citywide TDM Requirements

City of Petaluma

Final Citywide TDM Requirements

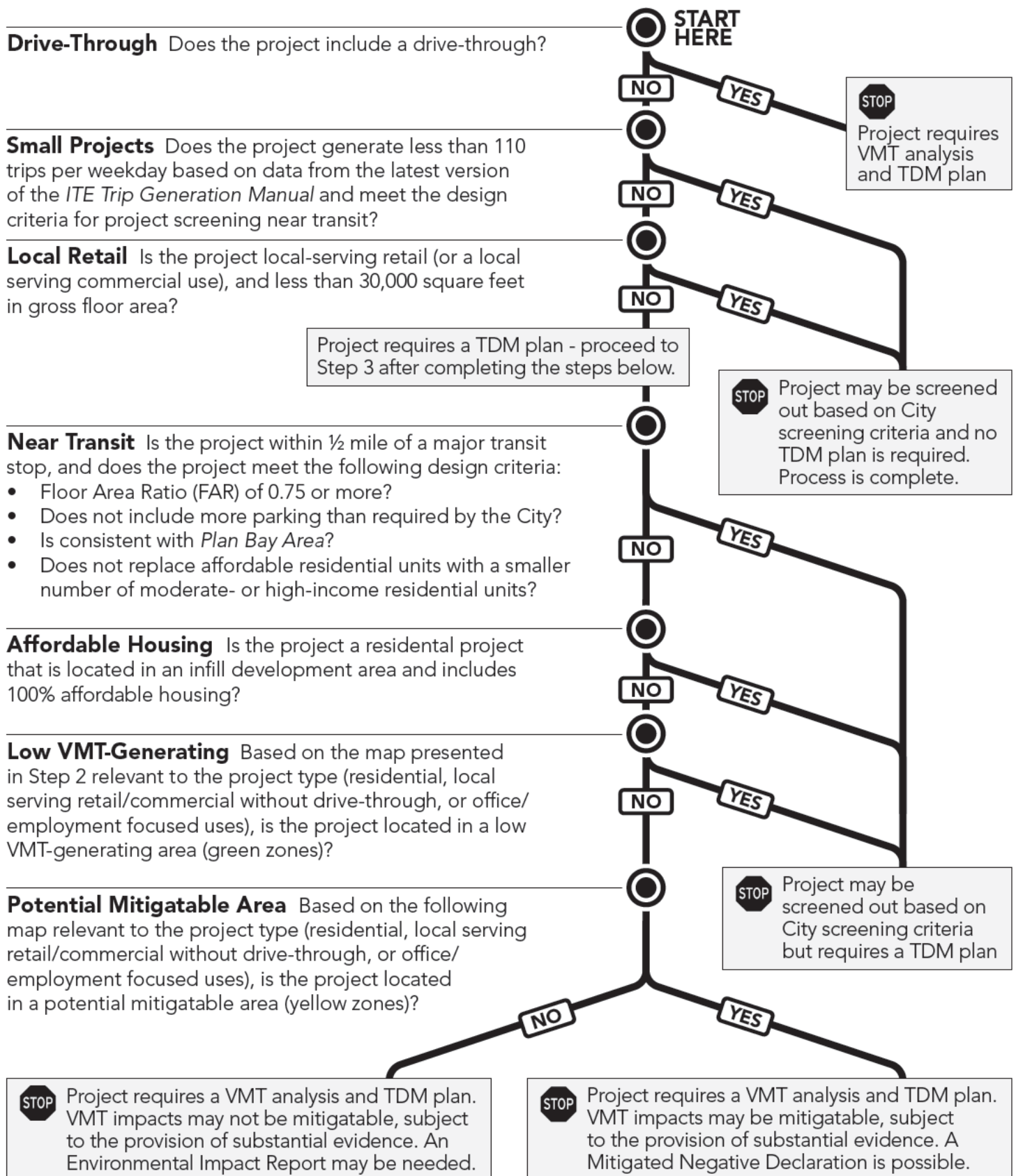
July 2021

prepared by

FEHR  PEERS

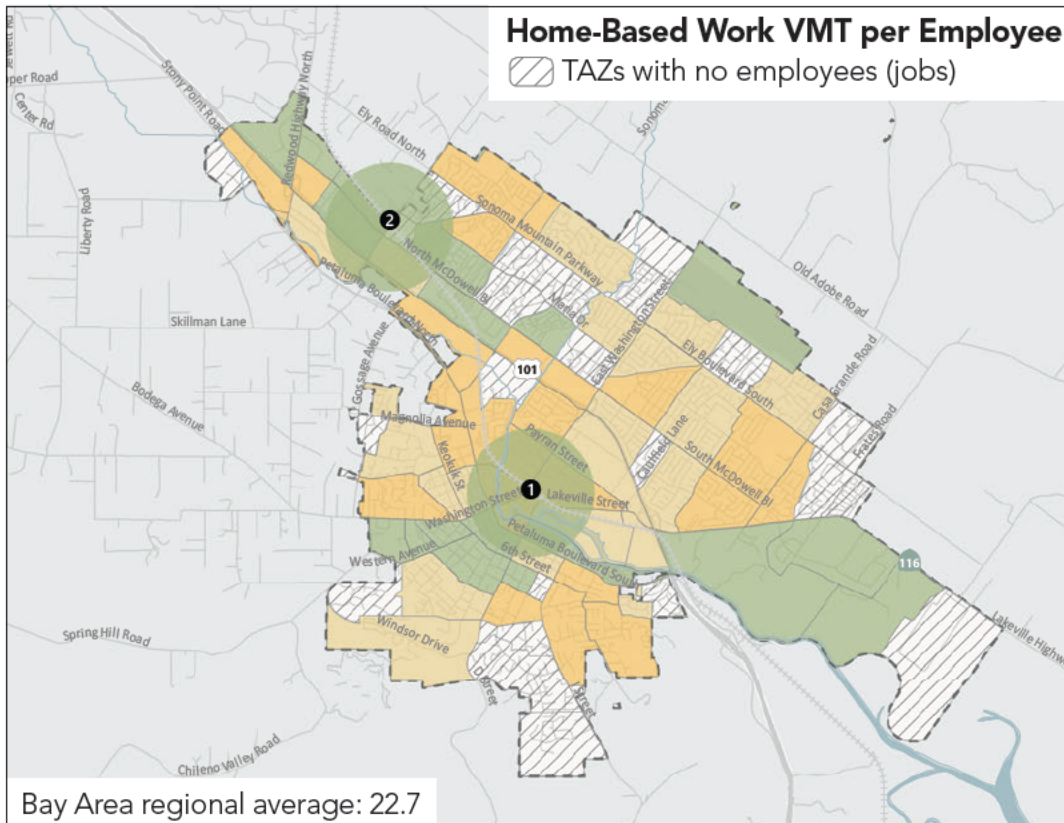


Step 1: Transportation CEQA Process






* See City of Petaluma's *CEQA VMT Transportation Impact Analysis Guidelines* for more information on these steps

Step 2: VMT Maps



Legend

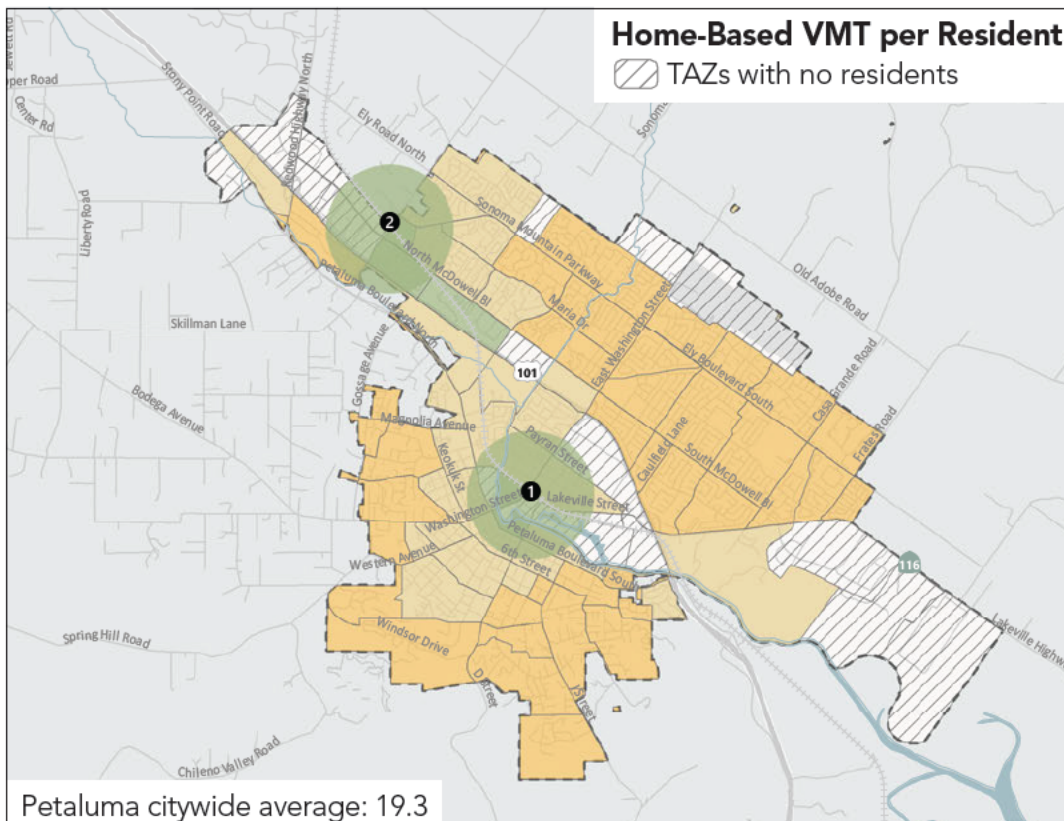
Data from Sonoma County Travel Demand Model

-  16.8% or more below average
-  Between 16.8% and 0% below average
-  Above average

- 1** Petaluma Downtown SMART station
- 2** Petaluma North SMART station (future - staff discretion remains for screening pending funding)

 1/2-mile station buffer

 City limits



* These values were calculated using the 2015 base year of the August 2020 version of the Sonoma County Transportation Authority (SCTA) travel demand model. This model incorporates 'Big Data' to refine trip length estimates for inter-county trips. The 2015 horizon year was chosen as a baseline due to the effects of 2017 and 2019 Sonoma County wildfires and the 2020 COVID-19 pandemic. **These values should be updated with new baseline SCTA model information as it becomes available.**

Step 3: Draft Menu of TDM Measures

Key Effectiveness of Measure
Measures are sorted by effectiveness (**HIGH** ●●●, **MEDIUM** ●●, or **LOW** ●) (**SUPPORTIVE**) denotes measures that meet planning best practices, but whose effectiveness is unknown for a setting like Petaluma. Additional study is required to establish their effectiveness in Petaluma.



Measure Applicability Based on Location
All measures may be applicable throughout the City, but marked as most appropriate for areas in green, yellow, or gold in the maps from Step 2.

Project/Site Level Strategies

These strategies can influence travel behavior for residents, employees, and visitors to a project.

| | | | |
|---|---|--|---|
| <div><div><div></div><div></div><div></div><div></div><div></div><div></div></div></div> <div><div>●●●</div><div>HIGH</div></div> <div><div>Increase diversity of land uses</div><div><div></div><div></div></div></div> | <div><div><div></div><div></div><div></div><div></div><div></div><div></div></div></div> <div><div>●●●</div><div>HIGH</div></div> <div><div>Increase density</div><div><div></div><div></div></div></div> | <div><div><div></div><div></div><div></div><div></div><div></div><div></div></div></div> <div><div>●●●</div><div>HIGH</div></div> <div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div>Increase transit accessibility</div><div><div></div><div></div></div></div> | <div><div><div></div><div></div><div></div><div></div><div></div><div></div></div></div> <div><div>●●</div><div>MEDIUM</div></div> <div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div>Encourage tele-commuting</div><div><div></div><div></div></div></div> |
| <div><div><div></div><div></div><div></div><div></div><div></div><div></div></div></div> <div><div>●</div><div>LOW</div></div> <div><div>Implement car-sharing program</div><div><div></div><div></div></div></div> | <div><div><div></div><div></div><div></div><div></div><div></div><div></div></div></div> <div><div>●</div><div>LOW</div></div> <div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div>Subsidize transit passes</div><div><div></div><div></div></div></div> | <div><div><div></div><div></div><div></div><div></div><div></div><div></div></div></div> <div><div>(SUPPORTIVE)</div></div> <div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div>Reduce parking supply and unbundle parking</div><div><div></div><div></div></div></div> | <div><div><div></div><div></div><div></div><div></div><div></div><div></div></div></div> <div><div>(SUPPORTIVE)</div></div> <div><div>On-site TDM Coordinator</div><div><div></div><div></div></div></div> |
| <div><div><div></div><div></div><div></div><div></div><div></div><div></div></div></div> <div><div>(SUPPORTIVE)</div></div> <div><div>Support micro-mobility and bike sharing</div><div><div></div><div></div></div></div> | <div><div><div></div><div></div><div></div><div></div><div></div><div></div></div></div> <div><div>(SUPPORTIVE)</div></div> <div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div>Provide real-time transit information</div><div><div></div><div></div></div></div> | <div><div><div></div><div></div><div></div><div></div><div></div><div></div></div></div> <div><div>(SUPPORTIVE)</div></div> <div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div>Way-finding Signage</div><div><div></div><div></div></div></div> | <div><div><div></div><div></div><div></div><div></div><div></div><div></div></div></div> <div><div>(SUPPORTIVE)</div></div> <div><div>Improve existing pathways to meet design standards</div><div><div></div><div></div></div></div> |
| <div><div><div></div><div></div><div></div><div></div><div></div><div></div></div></div> <div><div>(SUPPORTIVE)</div></div> <div><div>Collaborate with app-based ridehail services for first/last mile connections</div><div><div></div><div></div></div></div> | <div><div><div></div><div></div><div></div><div></div><div></div><div></div></div></div> <div><div>(SUPPORTIVE)</div></div> <div><div>Implement employee parking "cash-out"</div><div><div></div><div></div></div></div> | <div><div><div></div><div></div><div></div><div></div><div></div><div></div></div></div> <div><div>(SUPPORTIVE)</div></div> <div><div>Provide short- and long-term bike parking and supporting services</div><div><div></div><div></div></div></div> | |
| <div><div><div></div><div></div><div></div><div></div><div></div><div></div></div></div> <div><div>(SUPPORTIVE)</div></div> <div><div>Implement a commute trip reduction program (commercial uses only)</div><div><div></div><div></div></div></div> | <div><div><div></div><div></div><div></div><div></div><div></div><div></div></div></div> <div><div>(SUPPORTIVE)</div></div> <div><div>Add affordable housing</div><div><div></div><div></div></div></div> | <div><div><div></div><div></div><div></div><div></div><div></div><div></div></div></div> <div><div>(SUPPORTIVE)</div></div> <div><div>Provide on-site childcare</div><div><div></div><div></div></div></div> | <div><div><div></div><div></div><div></div><div></div><div></div><div></div></div></div> <div><div>(SUPPORTIVE)</div></div> <div><div>Provide delivery services</div><div><div></div><div></div></div></div> |

Community Level Strategies

Individual development projects have limited ability to implement these strategies, but may be able to contribute to established strategies through site design or off-site measures via citywide fee programs. These strategies generally have a low effectiveness, which increases when applied to a large population/neighborhood.

| | | | | | | | |
|------------------|---|--------------|--|---------------------|----------------------------------|---------------------|--|
| MEDIUM ●● | Market price public parking (on-street) | LOW ● | Increase transit service frequency and speed | LOW ● | Micro-mobility share program | LOW ● | Incentivize trips by active transportation |
| LOW ● | Traffic calming measures and low-stress bike network improvements | LOW ● | Subsidize transit passes | (SUPPORTIVE) | Vision Zero education strategies | (SUPPORTIVE) | Incentivize non-vehicular tourism |

* Additional information on measures with quantifiable VMT reductions is provided in Senate Bill 743 Vehicle Miles Traveled Implementation Guidelines (July 2021).

Appendix C:

Methodologies to Quantify VMT

Reductions

APPENDIX C – Methodologies to Quantify VMT Reduction



Increase Diversity of Urban and Suburban Developments (Mixed Use)

Range of Effectiveness:

0 – 12% vehicle miles traveled (VMT) reduction due to a mix of land uses within a single development (Ewing and Cervero, 2010).

0.3 – 4% VMT reduction due to change in land use entropy index (i.e., land use mix) within a project's sphere of influence (Zhang).

Measure Description:

Having different types of land uses near one another can decrease VMT since trips between land use types are shorter and may be accommodated by non-auto modes of transport. For example, when residential areas are in the same neighborhood as retail and office buildings, a resident does not need to travel outside of the neighborhood to meet his/her trip needs. A description of diverse uses for urban and suburban areas is provided below (CAPCOA 2010, p. 162)

Urban:

An urban project is predominantly characterized by properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with functional interrelationships and a coherent physical design. These mixed-use developments should encourage walking and other non-auto modes of transport from residential to office/commercial/institutional locations (and vice versa). The residential units should be within a quarter mile of parks, schools, or other civic uses. These projects minimize the need for external trips by including services/facilities for day care, banking/ATM, restaurants, vehicle refueling, and shopping (CAPCOA 2010, p. 162).

Suburban:

A suburban project has at least three of the following on site and/or offsite within a quarter mile: residential development, retail development, park, open space, or office. These mixed-use developments should encourage walking and other non-auto modes of transport from residential to office/commercial locations (and vice versa). These projects minimize the need for external trips by including services/facilities for day care, banking/ATM, restaurants, vehicle refueling, and shopping (CAPCOA 2010, p. 162).

Measure Applicability:

- Urban and suburban context
- Negligible impact in a rural context (unless the project is a master-planned community)
- Appropriate for mixed-use projects

Inputs:

The following information needs to be provided by the project applicant:

- Percentage of each land use type in the project

Mitigation Method:

$$\% \text{ VMT Reduction} = \text{Land Use} \times E_{\text{Diversity}}$$

(not to exceed 15% for non – work trips and 25% for commute trips)

Where:

$$\text{Land Use} = (\text{Land Use Index} - 0.15)/0.15 \text{ (not to exceed 500\% increase)}$$

$$\text{Land Use Index} = -a/\ln(6)$$

$$a = \sum_{i=1}^6 a_i \times \ln(a_i) \text{ (Song and Knaap, 2004)}$$

$$a_i = \text{Building floor area of land use } i / \text{total square feet of project land area}$$

- $a_1 = \text{Single family residential}$
- $a_2 = \text{Multifamily residential}$
- $a_3 = \text{Commercial}$
- $a_4 = \text{Industrial}$
- $a_5 = \text{Institutional}$
- $a_6 = \text{Park}$

$$E_{\text{Diversity}} = \text{Elasticity of VMT with respect to land use index} = 0.02 \text{ to } 0.08 \text{ [4]}$$

If land use a_i is not present, set a_i equal to 0.01

Discussion:

In the above calculation, a land use index of 0.15 is used as a baseline representing a development with a single land use. There are two separate maxima that should be noted: an effective cap of 500% on the allowable percentage increase of land use index and a cap of 15% and 25% on percent VMT reduction for non-work and commute trips, respectively. The 500 percent cap reflects the expected change in a land use index from 0.15 to 0.90, or from single use to a nearly equal balance of all six uses included in this method. The purpose for the 15% and 25% caps is to limit the influence of any single environmental factor (such as diversity). This emphasizes that community designs that implement multiple land use strategies (such as density, design, diversity, etc.) will show more of a reduction than relying on improvements from a single land use factor (CAPCOA 2010, p. 164).

The land use (or entropy) index measurement looks at the mix of land uses of a development. An index of 0 indicates a single land use while 1 indicates a full mix of uses. The preferred elasticity of VMT with respect to the land use mix index for Riverside County is 0.02, per work examining policy effects on VMT conducted by Salon et al for the Air Resource Board.

Example:

Sample calculations are provided below:

90% single family homes, 10% commercial

- $Land\ use\ index = - [0.9 \times \ln(0.9) + 0.1 \times \ln(0.1) + 4 \times 0.01 \times \ln(0.01)] / \ln(6) = 0.3$
- $Low\ Range\ \% VMT\ Reduction = (0.3 - 0.15) / 0.15 \times 0.02 = 2\%$

1/6 single family, 1/6 multi-family, 1/6 commercial, 1/6 industrial, 1/6 institutional, 1/6 parks

- $Land\ use\ index = - [6 \times 0.17 \times \ln(0.17)] / \ln(6) = 1$
- $High\ Range\ \% VMT\ Reduction\ (land\ use\ index = 1)$
- $Land\ use = (1 - 0.15) / 0.15 = 5.6\ or\ 566\%.$ Since this is greater than 500%, set to 500%
- $\% VMT\ Reduction = (5 \times 0.02) = 10\%$

References:

Ewing, R. and Cervero, R. (2010). Travel and the Built Environment - A Meta-Analysis. Journal of the American Planning Association, 76(3), 265-294. Cited in California Air Pollution Control Officers Association. (2010). Quantifying Greenhouse Gas Mitigation Measures. Retrieved from: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

Frank, L., Greenwald, M., Kavage, S. and Devlin, A. (2011). An Assessment of Urban Form and Pedestrian and Transit Improvements as an Integrated GHG Reduction Strategy. WSDOT Research Report WA-RD 765.1. Washington State Department of Transportation. Retrieved from: <http://www.wsdot.wa.gov/research/reports/fullreports/765.1.pdf>

Nasri, A. and Zhang, L. (2012). Impact of Metropolitan-Level Built Environment on Travel Behavior. Transportation Research Record: Journal of the Transportation Research Board, 2323(1), 75-79.

Sadek, A. et al. (2011). Reducing VMT through Smart Land-Use Design. New York State Energy Research and Development Authority. Retrieved from: https://www.dot.ny.gov/divisions/engineering/technical-services/trans-r-and-d-repository/C-08-29%20Final%20Report_December%202011%20%282%29.pdf

Salon, D., Boarnet, M. G., Handy, S., Spears, S., & Tal, G. (2012). How do local actions affect VMT? A critical review of the empirical evidence. *Transportation research part D: transport and environment*, 17(7), 495-508

Song, Y., and Knaap, G., "Measuring the effects of mixed land uses on housing values." *Regional Science and Urban Economics* 34 (2004) 663-680.(p. 669)
http://urban.csuohio.edu/~sugie/papers/RSUE/RSUE2005_Measuring%20the%20effects%20of%20mixed%20land%20use.pdf

Spears, S. et al. (2014). Impacts of Land-Use Mix on Passenger Vehicle Use and Greenhouse Gas Emissions- Policy Brief and Technical Background Document. California Air Resources Board. Retrieved from: <https://arb.ca.gov/cc/sb375/policies/policies.htm>

Quantifying Greenhouse Gas Mitigation Measures, California Air Pollution Control Officers Association (CAPCOA), 2010. Chapter 3.1.3 Increase Diversity of Urban and Suburban Developments (Mixed Use).

Zhang, Wengia et al. "Short- and Long-Term Effects of Land Use on Reducing Personal Vehicle Miles of Travel."

Increase Residential Density

Range of Effectiveness:

0.4% – 10.75% VMT reduction due to increasing residential density

Measure Description:

Designing the Project with increased densities, where allowed by the General Plan and/or Zoning Ordinance reduces GHG emissions associated with traffic in several ways. Density is usually measured in terms of persons, jobs, or dwellings per unit area. Increased densities affect the distance people travel and provide greater options for the mode of travel they choose. This strategy also provides a foundation for implementation of many other strategies which would benefit from increased densities. For example, transit ridership increases with density, which justifies enhanced transit service.

The reductions in GHG emissions are quantified based on reductions to VMT. The relationship between density and VMT is described by its elasticity (CAPCOA 2010, p. 155). The range of reductions is based on a range of elasticities from -0.04 to -0.22. The low end of the reductions represents a -0.04 elasticity of demand in response to a 10% increase in residential units or employment density and a -0.22 elasticity in response to 50% increase to residential/employment density.

Measure Applicability:

- Urban and suburban context
 - Negligible impact in a rural context
- Appropriate for residential, retail, office, industrial, and mixed-use projects

Inputs:

The following information needs to be provided by the project applicant:

- Number of housing units per acre or jobs per job acre

Mitigation Method:

$$\% \text{ VMT Reduction} = A * B \text{ [not to exceed 30\%]}$$

Where:

A = Percentage increase in housing units per acre or jobs per job acre = (number of housing units per acre or jobs per job acre – number of housing units per acre or jobs per job acre for typical ITE development) / (number of housing units per acre or jobs per job acre for typical ITE development). For small and medium sites (less than ½ mile in radius) the calculation of housing and jobs per acre should be performed for the development site as a whole, so that the analysis does not erroneously attribute trip reduction benefits to measures that simply shift jobs and housing within the site with no overall increase in site density. For larger sites, the analysis should address the development as several ½-mile-radius sites, so that shifts from one area to another would increase the density of the receiving area but reduce

the density of the donating area, resulting in trip generation rate decreases and increases, respectively, which cancel one another.

B = Elasticity of VMT with respect to density (from literature)

Detail:

- A: [not to exceed 500% increase]
 - If housing: $(\text{Number of housing units per acre} - 7.6) / 7.6$
 - If jobs: $(\text{Number of jobs per acre} - 20) / 20$
- B: -0.04 elasticity in response to a 10% increase in residential units or employment density and a -0.22 elasticity in response to 50% increase to residential/employment density

Discussion:

The VMT reductions for this strategy are based on changes in density versus the typical suburban residential and employment densities in North America (referred to as "ITE densities"). These densities are used as a baseline to mirror those densities reflected in the ITE Trip Generation Manual, which is the baseline method for determining VMT. There are two separate maxima noted in the fact sheet: a cap of 500% on the allowable percentage increase of housing units or jobs per acre (variable A) and a cap of 30% on % VMT reduction. The rationale for the 500% cap is that there are diminishing returns to any change in environment. For example, it is reasonably doubtful that increasing residential density by a factor of six instead of five would produce any additional change in travel behavior. The purpose for the 30% cap is to limit the influence of any single environmental factor (such as density). This emphasizes that community designs that implement multiple land use strategies (such as density, design, diversity, etc.) will show more of a reduction than relying on improvements from a single land use factor.

References:

Boarnet, M. and Handy, S. (2014). Impacts of Residential Density on Passenger Vehicle Use and Greenhouse Gas Emissions - Policy Brief and Technical Background Document. California Air Resources Board. Retrieved from: <https://arb.ca.gov/cc/sb375/policies/policies.htm>

Quantifying Greenhouse Gas Mitigation Measures, California Air Pollution Control Officers Association (CAPCOA), 2010. Chapter 3.1.1 Increase Density

Stevens, M. (2017). Does Compact Development Make People Drive Less? Journal of the American Planning Association, 83(1), 7-18.

Increase Transit Accessibility

Range of Effectiveness:

- 1) 0 – 5.8% VMT reduction

VMT reduction when transit station is provided within 1/2 mile of development (compared to VMT for sites located outside 1/2 mile radius of transit). Locating high density development within 1/2 mile of transit will facilitate the use of transit by people traveling to or from the Project site. The use of transit results in a mode shift and therefore reduced VMT.

- 2) 0 – 7.3% VMT reduction

Reduction in vehicle trips due to implementing TOD. A project with a residential/commercial center designed around a rail or bus station, is called a transit-oriented development (TOD). The project description should include, at a minimum, the following design features:

- A transit station/stop with high-quality, high-frequency bus service located within a 5-10 minute walk (or roughly ¼ mile from stop to edge of development), and/or
- A rail station located within a 20 minute walk (or roughly ½ mile from station to edge of development)
- Fast, frequent, and reliable transit service connecting to a high percentage of regional destinations
- Neighborhood designed for walking and cycling

Measure Description:

Locating a project with high density near transit will facilitate the use of transit by people traveling to or from the Project site. The use of transit results in a mode shift and therefore reduced VMT. A project with a residential/commercial center designed around a rail or bus station, is called a transit-oriented development (TOD). The project description should include, at a minimum, the following design features:

- A transit station/stop with high-quality, high-frequency bus service located within a 5-10 minute walk (or roughly ¼ mile from stop to edge of development), and/or
- A rail station located within a 20 minute walk (or roughly ½ mile from station to edge of development)
- Fast, frequent, and reliable transit service connecting to a high percentage of regional destinations
- Neighborhood designed for walking and cycling

Measure Applicability:

- Urban and suburban context

- Appropriate in a rural context if development site is adjacent to a commuter rail station with convenient rail service to a major employment center
- Appropriate for residential, retail, office, industrial, and mixed-use projects

Inputs:

The following information needs to be provided by the project applicant:

- Distance to transit station in project

Mitigation Method:

$$\% \text{ VMT Reduction} = \text{Transit} * B [\text{not to exceed } 30\%]$$

Where:

Transit = Increase in transit mode share = % transit mode share for project - % transit mode share for typical ITE development

% transit mode share for project (see Table)

| Distance to transit Transit mode share calculation equation | Distance to transit Transit mode share calculation equation |
|---|---|
| (where x = distance of project to transit) | (where x = distance of project to transit) |
| 0 – 0.5 miles $-50*x + 38$ | 0 – 0.5 miles $-50*x + 38$ |
| 0.5 to 3 miles $-4.4*x + 15.2$ | 0.5 to 3 miles $-4.4*x + 15.2$ |
| > 3 miles no impact | |

B = adjustments from transit ridership increase to VMT (0.67)

Discussion:

The purpose for the 30% cap on percent VMT reduction is to limit the influence of any single environmental factor (such as transit accessibility). This emphasizes that community designs that implement multiple land use strategies (such as density, design, diversity, transit accessibility, etc.) will show more of a reduction than relying on improvements from a single land use factor.

References:

- 1) Lund, H. et al. (2004). Travel Characteristics of Transit-Oriented Development in California. Oakland, CA: Bay Area Rapid Transit District, Metropolitan Transportation Commission, and Caltrans.

Tal, G. et al. (2013). Policy Brief on the Impacts of Transit Access (Distance to Transit) Based on a Review of the Empirical Literature. California Air Resources Board. Retrieved from: https://www.arb.ca.gov/cc/sb375/policies/transitaccess/transit_access_brief120313.pdf
- 2) Zamir, K. R. et al. (2014). Effects of Transit-Oriented Development on Trip Generation, Distribution, and Mode Share in Washington, D.C., and Baltimore, Maryland. Transportation Research Record: Journal of the Transportation Research Board. 2413, 45–53. DOI: 10.3141/2413-05

Encourage Telecommuting and Alternative Work Schedules

Range of Effectiveness:

0.2 – 4.5% commute VMT reduction.

Measure Description:

Encouraging telecommuting and alternative work schedules reduces the number of commute trips and therefore VMT traveled by employees. Alternative work schedules could take the form of staggered starting times, flexible schedules, or compressed work weeks (CAPCOA 2010, p. 236).

Measure Applicability:

- Urban, suburban, and rural context
- Appropriate for retail, office, industrial, and mixed-use projects
- VMT reduction is dependent on the performance of individual building tenants and may change over time. On-going monitoring and adjustment is necessary to achieve sustained reductions in VMT.

Inputs:

The following information needs to be provided by the project applicant:

- Percentage of employees participating (1 – 25%)
- Telecommute elasticity (see discussion below)

Mitigation Method:

$$\% \text{ Commute VMT Reduction} = E_{\text{Telecommute}} * \text{Telecommute Delta}$$

Where:

$$\text{Telecommute Delta} = \% \text{ change in workers telecommuting with TDM Program}$$

$$E_{\text{Telecommute}} = \% \text{ change in VMT per } \% \text{ change in workers telecommuting}$$

$$E_{\text{Telecommute}} = 0.18 \text{ to } 0.90$$

Discussion:

Telecommute Delta and $E_{\text{Telecommute}}$ should consider the potential for building tenants to change over time. Higher values require the employer at the site to be known and unlikely to change over time. $E_{\text{Telecommute}}$ will be lower in places with higher non-drive alone mode share, and higher in places with more drive alone vehicle mode share.

References:

Handy, Tal, Boarnet. 2013. "Policy Brief on the Impacts of Telecommuting Based on a Review of the Empirical Literature."

https://www.arb.ca.gov/cc/sb375/policies/telecommuting/telecommuting_brief120313.pdf

Quantifying Greenhouse Gas Mitigation Measures, California Air Pollution Control Officers Association (CAPCOA), 2010. Chapter 3.4.6 Encourage Telecommuting and Alternative Work Schedules

Provide Pedestrian Network Improvements

Range of Effectiveness:

0.5 – 5.7% VMT reduction

Measure Description:

Providing pedestrian access at and near a project site encourages people to walk instead of drive, presuming that desirable destinations exist within walking distance of the project. This mode shift results in people driving less and thus a reduction in VMT. The pedestrian access network should internally link all uses and connect to all existing or planned external streets and pedestrian facilities contiguous with the project site. It should also minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, landscaping, and slopes that impede pedestrian circulation should be eliminated (CAPCOA 2010, p. 186).

Measure Applicability:

- Urban, suburban, and rural context
- Appropriate for residential, retail, office, industrial, and mixed-use projects
- Reduction benefit only occurs if the project has both pedestrian network improvements on site and connections to the larger off-site network. All calculations should incorporate the status of the network in the project's walkshed (i.e., within a ¼ mile radius).
- Desirable destinations external to the project site must be within walking distance (i.e., preferably within a ¼ mile and no greater than ½ mile).

Inputs:

The project applicant must provide information regarding pedestrian access and connectivity within the project and to/from off-site destinations. The change in sidewalk coverage should represent the share of quality sidewalk and pedestrian facilities available in the surrounding area; for instance, if one block-face of ten is missing sidewalks, the existing coverage is 90%. This measure is not effective in reducing VMT in locations with already fully-developed, high quality sidewalk networks.

Mitigation Method:

$$\% \text{ VMT Reduction} = E_{PedAccess} \times Sidewalk \text{ Delta}$$

Where:

$$E_{PedAccess} = \% \text{ Change in VMT per \% Increase in Sidewalk Coverage}$$

$$Sidewalk \text{ Delta} = \text{Assumed change in sidewalk coverage compared to background condition}$$

Detail:

$$E_{PedAccess} = 0.0 \text{ to } 0.14 \text{ (0.07 preferred in absence of other data)}$$

$$Sidewalk \text{ Delta} = 5\% \text{ to } 100\%$$

Discussion:

Pedestrian Access Elasticity varies at the local level and is dependent on many factors such as the urban form of the immediate area and population characteristics. When reliable studies are available and applicable to the project area, this elasticity should be calculated. Otherwise, 0.07 is recommended based on the range provided by Handy, S. et al.

References:

Handy, S. et al. (2014). Impacts of Pedestrian Strategies on Passenger Vehicle Use and Greenhouse Gas Emissions – Policy Brief and Technical Background Document. California Air Resources Board. Retrieved from: <https://arb.ca.gov/cc/sb375/policies/policies.htm>

Quantifying Greenhouse Gas Mitigation Measures, California Air Pollution Control Officers Association (CAPCOA), 2010. Chapter 3.2.1 Provide Pedestrian Network Improvements.

Provide Traffic Calming Measures

Range of Effectiveness:

0 – 1.7% VMT reduction

Measure Description:

Providing traffic calming measures encourages people to walk or bike instead of using a vehicle. This mode shift results in a decrease in VMT. Project design should include pedestrian/bicycle safety and traffic calming measures in excess of jurisdiction requirements. Roadways should be designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips with traffic calming features. Traffic calming features may include: marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers, etc. (CAPCOA 2010, p. 190).

Measure Applicability:

- Urban, suburban, and rural context
- Appropriate for residential, retail, office, industrial and mixed-use projects

Inputs:

The following information needs to be provided by the project applicant:

- Percentage of streets within project with traffic calming improvements
- Percentage of intersections within project with traffic calming improvements

Mitigation Calculation:

The VMT reduction is a function of the percentage of streets and intersections within the project with traffic calming improvements based on the following look up table.

| % VMT Reduction | | % of Streets with Improvements | | | |
|--------------------------------------|------|--------------------------------|--------|--------|--------|
| | | 25% | 50% | 75% | 100% |
| % of Intersections with Improvements | 25% | 0.425% | 0.425% | 0.85% | 0.85% |
| | 50% | 0.425% | 0.85% | 0.85% | 1.275% |
| | 75% | 0.85% | 0.85% | 1.275% | 1.275% |
| | 100% | 0.85% | 1.275% | 1.275% | 1.7% |

Discussion:

The table above allows the project applicant to calculate a VMT reduction estimate based on the project's street and intersection design with respect to traffic calming. The applicant should look at the rows on the left and choose the percent of intersections within the project which will have traffic calming improvements. Then, the applicant should look at the columns along the top and choose the percent of streets within the project which will have traffic calming improvements. The intersection cell of the row and column selected in the matrix is the VMT reduction estimate.

Though the literature provides some difference between a suburban and urban context, the difference is small and thus the lower VMT reduction estimate was used to be applied to all contexts. Rural context is not specifically discussed in the literature but is presumed to have little to no effect on VMT reduction due to the long-distances between trip origins and destinations.

Research by Zahabi, S. et al. attributes up to a 1.7% VMT reduction to traffic calming measures. The table above illustrates the range of VMT reductions based on the percent of streets and intersections with traffic calming measures implemented. CAPCOA 2010 used a range of 0.25% to 1% for VMT reduction. The VMT reductions were updated using the same methodology to allow for reductions up to 1.7%.

Because of the high potential for double-counting, caution should be used when combining this measure with "Provide Pedestrian Network Improvements."

References:

California Air Resources Board. (2016). Greenhouse Gas Quantification Methodology for the California Transportation Commission Active Transportation Program Greenhouse Gas Reduction Fund Fiscal Year 2016-17. Retrieved from: https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/ctc_atp_finalqm_16-17.pdf.

Quantifying Greenhouse Gas Mitigation Measures, California Air Pollution Control Officers Association (CAPCOA), 2010. Chapter 3.2.2 Provide Traffic Calming Measures.

Zahabi, S. et al. (2016). Exploring the link between the neighborhood typologies, bicycle infrastructure and commuting cycling over time and the potential impact on commuter GHG emissions. Transportation Research Part D: Transport and Environment. 47, 89-103.

Implement Market Price Public Parking (On-Street)

Range of Effectiveness:

2.8% - 14.5% VMT reduction.

Measure Description:

Implement a pricing strategy for parking by pricing all central business district/employment center/retail center on-street parking. It will be priced to encourage park once" behavior. The benefit of this measure above that of paid parking at the project only is that it deters parking spillover from project supplied parking to other public parking nearby, which undermine the vehicle miles traveled (VMT) benefits of project pricing. It may also generate sufficient area-wide mode shifts to justify increased transit service to the area.

The VMT reduction applies to VMT from visitor/customer trips only. Reductions higher than top end of range from CAPCOA report apply only in conditions with highly constrained on-street parking supply and lack of comparably priced off-street parking.

Inputs:

The following information needs to be provided by the project applicant:

- Location of project site: low density suburb, suburban center, or urban location
- Percent increase in on-street parking prices (minimum 25% needed)

Mitigation Method:

$$\% \text{ VMT Reduction} = \text{Park\$} * B$$

Where:

$$\text{Park\$} = \text{Percent increase in on street parking prices (minimum 25\% increase)}$$

$$B = \text{Elasticity of VMT with respect to parking price}$$

Discussion:

The range of parking price increases should be a minimum of 25% and a maximum of 50%. The minimum is based on Moving Cooler discussions, which state that a less than 25% increase would not be a sufficient amount to reduce VMT. The case study looked at a 50% price increase, and thus no conclusions can be made on the elasticities above a 50% increase. This strategy may certainly be implemented at a higher price increase, but VMT reductions should be capped at results from a 50% increase to be conservative.

References:

Clinch, J.P. and Kelly, J.A. (2003). Temporal Variance Of Revealed Preference On-Street Parking Price Elasticity. Dublin: Department of Environmental Studies, University College Dublin. Retrieved from: <http://www.ucd.ie/gpep/research/workingpapers/2004/04-02.pdf>. Cited in Victoria Transport Policy

Institute (2017). Transportation Elasticities: How Prices and Other Factors Affect Travel Behavior. Retrieved from: <http://www.vtpi.org/tdm/tdm11.htm>

Hensher, D. and King, J. (2001). Parking Demand and Responsiveness to Supply, Price and Location in Sydney Central Business District. *Transportation Research A*. 35(3), 177-196.

Millard-Ball, A. et al. (2013). Is the curb 80% full or 20% empty? Assessing the impacts of San Francisco's parking pricing experiment. *Transportation Research Part A*. 63(2014), 76-92.

Shoup, D. (2011). *The High Cost of Free Parking*. APA Planners Press. p. 290. Cited in Pierce, G. and Shoup, D. (2013). Getting the Prices Right. *Journal of the American Planning Association*. 79(1), 67-81.

Increase Transit Service Frequency/Speed

Range of Effectiveness:

0.03 – 6.3% VMT reduction.

Measure Description:

This measure reduces transit-passenger travel time through reduced headways and increased speed and reliability. This makes transit service more attractive and may result in a mode shift from auto to transit which reduces VMT (CAPCOA 2010, p. 280).

Inputs:

The following information needs to be provided by the project applicant:

- Percentage reduction in headways (increase in frequency) for applicable transit routes
- Level of implementation
- Project setting: urban center, urban, suburban
- Existing transit mode share

Mitigation Method:

$$\% \text{ VMT Reduction} = \text{Headway} \times B \times C \times \text{Mode}$$

Where:

Headway = % reduction in headways

B = Elasticity of transit ridership with respect to increased frequency of service

C = Ratio of vehicle trips reduced to number of new transit riders

Mode = Existing transit mode share

Detail:

$$B = 0.50$$

$$C = 25\% \text{ to } 75\%$$

Discussion:

A 1% reduction in headways leads to 0.5% increase in transit ridership. This change is translated into a VMT reduction by applying a mode shift adjustment to account for new transit trips that do not represent displaced vehicle trips in addition to considering the existing transit mode share.

Variable C should be calculated based on local data. It is calculated by taking the length of an average transit trip within the sphere of influence of the project divided by the average vehicle trip length within the sphere of influence of the project.

References:

Handy, Lovejoy, Boarnet, Spears. 2013. "Impacts of Transit Service Strategies on Passenger Vehicle Use and Greenhouse Gas Emissions." http://www.arb.ca.gov/cc/sb375/policies/transitservice/transit_brief.pdf

Litman, T. (2004). Transit price elasticities and cross-elasticities. *Journal of Public Transportation*, 7(2), 3.

Taylor, B. D., Miller, D., Iseki, H., & Fink, C. (2009). Nature and/or nurture? Analyzing the determinants of transit ridership across US urbanized areas. *Transportation Research Part A: Policy and Practice*, 43(1), 60-77.

Quantifying Greenhouse Gas Mitigation Measures, California Air Pollution Control Officers Association (CAPCOA), 2010. Chapter 3.5.4 Implement Transit Service Frequency/Speed

Implement Car-Sharing Program

Range of Effectiveness:

0.3 – 1.6% VMT reduction

Measure Description:

Implementation of a car-sharing program allows people to have on-demand access to a shared fleet of vehicles on an as-needed basis. VMT reduction occurs due to reductions in private vehicle ownership, lower convenience associated with indirect vehicle access, and the transparent cost of vehicle use. User costs are typically determined through mileage or hourly rates, with deposits and/or annual membership fees. The car-sharing program could be created through a local partnership or through one of many existing car-share companies. Car-sharing programs may be grouped into three general categories: residential- or citywide-based, employer-based, and transit station-based. Transit station-based programs focus on providing the “last-mile” solution and link transit with commuters’ final destinations. Residential-based programs work to substitute entire household-based trips. Employer-based programs provide a means for business/day trips for alternative mode commuters and provide a guaranteed ride home option (CAPCOA 2010, p. 245).

Measure Applicability:

- Urban and suburban context
- Negligible in a rural context
- Appropriate for residential, retail, office, industrial, and mixed-use projects

Inputs:

The following information needs to be provided by the project applicant:

- % reduction in car share member annual VMT
- Number of car share members per household

Mitigation Method:

$$\% \text{ VMT Reduction} = P_{\text{CarShare}} \times \text{Adoption Rate}$$

Where:

$$P_{\text{CarShare}} = \% \text{ reduction in car share member annual VMT}$$

$$\text{Adoption Rate} = \text{number of car share members per household}$$

Detail:

$$P_{\text{CarShare}} = 26.9 \text{ to } 37\%$$

$$\text{Adoption Rate} = 1\% \text{ to } 2\%$$

Discussion:

The applicant must consider the demand for car-shares in a community before calculating a VMT reduction. If a community cannot support the proposed number of cars deployed, VMT reduction may be overestimated.

The percent reduction in car share member annual VMT is dependent on characteristics of the community, its residents, and for what purposes the car-sharing program is to be used for. Analysts should consult the literature to understand how these variables affect the range of reductions prior to completing the calculation of VMT reduction.

References:

Clewlow, Regina R. and Mishra, Gouri Shankar, (2017). Disruptive Transportation: The Adoption, Utilization, and Impacts of Ride-Hailing in the United States. UC Davis, Institute of Transportation Studies. Research Report - UCD-ITS-RR-17-07.

Lovejoy, K. et al. (2013). Impacts of Carsharing on Passenger Vehicle Use and Greenhouse Gas Emissions - Policy Brief and Technical Background Document. California Air Resources Board. Retrieved from: <https://arb.ca.gov/cc/sb375/policies/policies.htm>

Quantifying Greenhouse Gas Mitigation Measures, California Air Pollution Control Officers Association (CAPCOA), 2010. Chapter 3.4.9 Implement Car-Sharing Program

Appendix D:

CAPCOA Guidance on Combining TDM Strategies

APPENDIX D – CAPCOA Guidance on Combining TDM Strategies



Chart 6-2: Transportation Strategies Organization

| Transportation Measures (Five Subcategories) Global Maximum Reduction (all VMT): urban = 75%; compact infill = 40%; suburban center or suburban with NEV = 20%; suburban = 15% | | | | | Global Cap for Road Pricing needs further study | |
|--|---|---|--|---|--|-------------------------------------|
| Transportation Measures (Four Categories) Cross-Category Max Reduction (all VMT): urban = 70%; compact infill = 35%; suburban center or suburban with NEV = 15%; suburban = 10% | | | | Max Reduction = 15% overall; work VMT = 25%; school VMT = 65%; | Max Reduction = 25% (all VMT) | |
| Land Use / Location Max Reduction: urban = 65%; compact infill = 30%; suburban center = 10%; suburban = 5% | Neighborhood / Site Enhancement Max Reduction: without NEV = 5%; with NEV = 15% | Parking Policy / Pricing Max Reduction = 20% | Transit System Improvements Max Reduction = 10% | Commute Trip Reduction (assumes mixed use) Max Reduction = 25% (work VMT) | Road Pricing Management Max Reduction = 25% | Vehicles |
| Density (30%) | Pedestrian Network (2%) | Parking Supply Limits (12.5%) | Network Expansion (8.2%) | CTR Program Required = 21% work VMT Voluntary = 6.2% work VMT | Cordon Pricing (22%) | Electrify Loading Docks |
| Design (21.3%) | Traffic Calming (1%) | Unbundled Parking Costs (13%) | Service Frequency / Speed (2.5%) | Transit Fare Subsidy (20% work VMT) | Traffic Flow Improvements (45% CO2) | Utilize Alternative Fueled Vehicles |
| Location Efficiency (65%) | NEV Network (14.4) <NEV Parking> | On-Street Market Pricing (5.5%) | Bus Rapid Transit (3.2%) | Employee Parking Cash-out (7.7% work VMT) | Required Contributions by Project | Utilize Electric or Hybrid Vehicles |
| Diversity (30%) | Car Share Program (0.7%) | Residential Area Parking Permits | Access Improvements | Workplace Parking Pricing (19.7% work VMT) | | |
| Destination Accessibility (20%) | Bicycle Network <Lanes> <Parking> <Land Dedication for Trails> | | Station Bike Parking | Alternative Work Schedules & Telecommute (5.5% work VMT) | | |
| Transit Accessibility (25%) | Urban Non-Motorized Zones | | Local Shuttles | CTR Marketing (5.5% work VMT) | | |
| BMR Housing (1.2%) | | | Park & Ride Lots* | Employer-Sponsored Vanpool/Shuttle (13.4% work VMT) | | |
| Orientation Toward Non-Auto Corridor | | | | Ride Share Program (15% work VMT) | | |
| Proximity to Bike Path | | | | Bike Share Program | | |
| | | | | End of Trip Facilities | | |
| | | | | Preferential Parking Permit | | |
| | | | | School Pool (15.8% school VMT) | | |
| | | | | School Bus (6.3% school VMT) | | |
| | Note: Strategies in bold text are primary strategies with reported VMT reductions; non-bolded strategies are support or grouped strategies. | | | | | |

Note: Strategies in bold text are primary strategies with reported VMT reductions; non-bolded strategies are support or grouped strategies.

Grouping of Strategies

Strategies noted as “grouped” are separately documented in individual Fact Sheets but must be paired with other strategies within the category. When these “grouped” strategies are implemented together, the combination will result in either an enhancement to the primary strategy by improving its effectiveness or a non-negligible reduction in effectiveness that would not occur without the combination.

Rules for Combining Strategies or Measures

Mitigation measures or strategies are frequently implemented together with other measures. Often, combining measures can lead to better emission reductions than implementing a single measure by itself. Unfortunately, the effects of combining the measures are not always as straightforward as they might at first appear. When more and more measures are implemented to mitigate a particular source of emissions, the benefit of each additional measure diminishes. If it didn't, some odd results would occur. For example, if there were a series of measures that each, independently, was predicted to reduce emissions from a source by 10%, and if the effect of each measure was independent of the others, then implementing ten measures would reduce all of the emissions; and what would happen with the eleventh measure? Would the combination reduce 110% of the emissions? No. In fact, each successive measure is slightly less effective than predicted when implemented on its own.

On the other hand, some measures enhance the performance of a primary measure when they are combined. This Report includes a set of rules that govern different ways of combining measures. The rules depend on whether the measures are in the *same* category, or different categories. Remember, the categories include: Energy, Transportation, Water, Landscape Equipment, Solid Waste, Vegetation, Construction, Miscellaneous Categories, and General Plans.

Combinations Between Categories: The following procedures must be followed when combining mitigation measures that fall in separate categories. In order to determine the overall reduction in GHG emissions compared to the baseline emissions, the relative magnitude of emissions between the source categories needs to be considered. To do this, the user should determine the percent contribution made by each individual category to the overall baseline GHG emissions. This percent contribution by a category should be multiplied by the reduction percentages from mitigation measures in that category to determine the scaled GHG emission reductions from the measures in that category. This is done for each category to be combined. The scaled GHG emissions for each category can then be added together to give a total GHG reduction for the combined measures in all of the categories.

For example, consider a project whose total GHG emissions come from the following categories: transportation (50%), building energy use (40%), water (6%), and other (4%). This project implements a transportation mitigation measure that results in a 10% reduction in VMT. The project also implements mitigation measures that result in a 30% reduction in water usage. The overall reduction in GHG emissions is as follows:

Reduction from Transportation: $0.50 \times 0.10 = 0.5$ or 5%

Reduction from Water: $0.06 \times 0.30 = 0.018$ or 1.8%

Total Reduction: $5\% + 1.8\% = 6.8\%$

This example illustrates the importance of the magnitude of a source category and its influence on the overall GHG emission reductions.

The percent contributions from source categories will vary from project to project. In a commercial-only project it may not be unusual for transportation emissions to represent greater than 75% of all GHG emissions whereas for a residential or mixed use project, transportation emissions would be below 50%.

Combinations Within Categories: The following procedures must be followed when combining mitigation measures that fall within the same category.

Non-Transportation Combinations: When combining non-transportation subcategories, the total amount of reductions for that category should not exceed 100% except for categories that would result in additional excess capacity that can be used by others, but which the project wants to take credit for (subject to approval of the reviewing agency). This may include alternative energy generation systems tied into the grid, vegetation measures, and excess graywater or recycled water generated by the project and used by others. These excess emission reductions may be used to offset other categories of emissions, with approval of the agency reviewing the project. In these cases of excess capacity, the quantified amounts of excess emissions must be carefully verified to ensure that any credit allowed for these additional reductions is truly surplus.

Category Maximum- Each category has a maximum allowable reduction for the combination of measures in that category. It is intended to ensure that emissions are not double counted when measures within the category are combined. Effectiveness levels for multiple strategies within a subcategory (as denoted by a column in the appropriate chart, above) may be multiplied to determine a combined effectiveness level up to a maximum level. This should be done first to mitigation measures that are a source reduction followed by those that are a reduction to emission factors. Since the combination of mitigation measures and independence of mitigation measures are both complicated, this Report recommends that mitigation measure reductions within a category be multiplied unless a project applicant can provide substantial evidence indicating that emission reductions are independent of one another. This will take the following form:

$$\text{GHG emission reduction for category} = 1 - [(1-A) \times (1-B) \times (1-C)]$$

Where:

A, B and C = Individual mitigation measure reduction percentages for the strategies to be combined in a given category.

Global Maximum- A separate maximum, referred to as a global maximum level, is also provided for a combination across subcategories. Effectiveness levels for multiple strategies across categories may also be multiplied to determine a combined effectiveness level up to global maximum level.

For example, consider a project that is combining 3 mitigation strategies from the water category. This project will install low-flow fixtures (measure WUW-1), use water-efficient irrigation (measure WUW-4, and reduce turf (measure WUW-5). Reductions from these measures will be:

- low-flow fixtures 20% or 0.20 (A)
- water efficient irrigation 10% or 0.10 (B)
- turf reductions 20% or 0.20 (C)

To combine measures within a category, the reductions would be

$$\begin{aligned}
 &= 1 - [(1-A) \times (1-B) \times (1-C)] \\
 &= 1 - [(1-.20) \times (1-.10) \times (1-.20)] \\
 &= 1 - [(0.8) \times (0.9) \times (.8)] \\
 &= 1 - 0.576 = 0.424 \\
 &= 42.4\%
 \end{aligned}$$

Transportation Combinations: The interactions between the various categories of transportation-related mitigation measures is complex and sometimes counter-intuitive. Combining these measures can have a substantive impact on the quantification of the associated emission reductions. In order to safeguard the accuracy and reliability of the methods, while maintaining their ease of use, the following rules have been developed and should be followed when combining transportation-related mitigation measures. The rules are presented by sub-category, and reference Chart 6-2 Transportation Strategies Organization. The maximum reduction values also reflect the highest reduction levels justified by the literature. The chart indicates maximum reductions for individual mitigation measures just below the measure name.

Cross-Category Maximum- A cross-category maximum is provided for any combination of land use, neighborhood enhancements, parking, and transit strategies (columns A-D in Chart 6-1, with the maximum shown in the top row). The total project VMT reduction across these categories should be capped at these levels based on empirical evidence.³ Caps are provided for the location/development type of the project. VMT reductions may be multiplied across the four categories up to this maximum. These include:

- Urban: 70% VMT
- Compact Infill: 35%
- Suburban Center (or Suburban with NEV): 15%
- Suburban: 10% (note that projects with this level of reduction must include a diverse land use mix, workforce housing, and project-specific transit; limited empirical evidence is available)

(See blue box, pp. 58-59.)

³ As reported by Holtzclaw, et al for the State of California.

As used in this Report, location settings are defined as follows:

Urban: A project located within the central city and may be characterized by multi-family housing, located near office and retail. Downtown Oakland and the Nob Hill neighborhood in San Francisco are examples of the typical urban area represented in this category. The urban maximum reduction is derived from the average of the percentage difference in per capita VMT versus the California statewide average (assumed analogous to an ITE baseline) for the following locations:

| Location | Percent Reduction from Statewide VMT/Capita |
|-----------------------|--|
| Central Berkeley | -48% |
| San Francisco | -49% |
| Pacific Heights (SF) | -79% |
| North Beach (SF) | -82% |
| Mission District (SF) | -75% |
| Nob Hill (SF) | -63% |
| Downtown Oakland | -61% |

The average reflects a range of 48% less VMT/capita (Central Berkeley) to 82% less VMT/capita (North Beach, San Francisco) compared to the statewide average. The urban locations listed above have the following characteristics:

- o Location relative to the regional core: these locations are within the CBD or less than five miles from the CBD (downtown Oakland and downtown San Francisco).
- o Ratio or relationship between jobs and housing: jobs-rich (jobs/housing ratio greater than 1.5)
- o Density character
 - typical building heights in stories: six stories or (much) higher
 - typical street pattern: grid
 - typical setbacks: minimal
 - parking supply: constrained on and off street
 - parking prices: high to the highest in the region
- o Transit availability: high quality rail service and/or comprehensive bus service at 10 minute headways or less in peak hours

Compact infill: A project located on an existing site within the central city or inner-ring suburb with high-frequency transit service. Examples may be community redevelopment areas, reusing abandoned sites, intensification of land use at established transit stations, or converting underutilized or older industrial buildings. Albany and the Fairfax area of Los Angeles are examples of typical compact infill area as used here. The compact infill maximum reduction is derived from the average of the percentage difference in per capita VMT versus the California statewide average for the following locations:

| Location | Percent Reduction from Statewide VMT/Capita |
|---------------------------|--|
| Franklin Park, Hollywood | -22% |
| Albany | -25% |
| Fairfax Area, Los Angeles | -29% |
| Hayward | -42% |

The average reflects a range of 22% less VMT/capita (Franklin Park, Hollywood) to 42% less VMT/capita (Hayward) compared to the statewide average. The compact infill locations listed above have the following characteristics:

- o Location relative to the regional core: these locations are typically 5 to 15 miles outside a regional CBD
- o Ratio or relationship between jobs and housing: balanced (jobs/housing ratio ranging from 0.9 to 1.2)
- o Density character
 - typical building heights in stories: two to four stories
 - typical street pattern: grid
 - typical setbacks: 0 to 20 feet
 - parking supply: constrained
 - parking prices: low to moderate
- o Transit availability: rail service within two miles, or bus service at 15 minute peak headways or less

Understanding and Using the Fact Sheets

As used in this Report, additional location settings are defined as follows:

Suburban Center: A project typically involving a cluster of multi-use development within dispersed, low-density, automobile dependent land use patterns (a suburb). The center may be an historic downtown of a smaller community that has become surrounded by its region's suburban growth pattern in the latter half of the 20th Century. The suburban center serves the population of the suburb with office, retail and housing which is denser than the surrounding suburb. The suburban center maximum reduction is derived from the average of the percentage difference in per capita VMT versus the California statewide average for the following locations:

| Location | Percent Reduction from Statewide VMT/Capita |
|-----------------------|---|
| Sebastopol | 0% |
| San Rafael (Downtown) | -10% |
| San Mateo | -17% |

The average reflects a range of 0% less VMT/capita (Sebastopol) to 17% less VMT/capita (San Mateo) compared to the statewide average. The suburban center locations listed above have the following characteristics:

- Location relative to the regional core: these locations are typically 20 miles or more from a regional CBD
- Ratio or relationship between jobs and housing: balanced
- Density character
 - typical building heights in stories: two stories
 - typical street pattern: grid
 - typical setbacks: 0 to 20 feet
 - parking supply: somewhat constrained on street; typically ample off-street
 - parking prices: low (if priced at all)
- Transit availability: bus service at 20-30 minute headways and/or a commuter rail station

While all three locations in this category reflect a suburban "downtown," San Mateo is served by regional rail (Caltrain) and the other locations are served by bus transit only. Sebastopol is located more than 50 miles from downtown San Francisco, the nearest urban center. San Rafael and San Mateo are located 20 miles from downtown San Francisco.

Suburban: A project characterized by dispersed, low-density, single-use, automobile dependent land use patterns, usually outside of the central city (a suburb). Suburbs typically have the following characteristics:

- Location relative to the regional core: these locations are typically 20 miles or more from a regional CBD
- Ratio or relationship between jobs and housing: jobs poor
- Density character
 - typical building heights in stories: one to two stories
 - typical street pattern: curvilinear (cul-de-sac based)
 - typical setbacks: parking is generally placed between the street and office or retail buildings; large-lot residential is common
 - parking supply: ample, largely surface lot-based
 - parking prices: none
- Transit availability: limited bus service, with peak headways 30 minutes or more

The maximum reduction provided for this category assumes that regardless of the measures implemented, the project's distance from transit, density, design, and lack of mixed use destinations will keep the effect of any strategies to a minimum.

Global Maximum- A global maximum is provided for any combination of land use, neighborhood enhancements, parking, transit, and commute trip reduction strategies (the first five columns in the organization chart). This excludes reductions from road-pricing measurements which are discussed separately below. The total project VMT reduction across these categories, which can be combined through multiplication, should be capped

at these levels based on empirical evidence.⁴ Maximums are provided for the location/development type of the project. The Global Maximum values can be found in the top row of Chart 6-2.

These include:

- Urban: 75% VMT
- Compact Infill: 40% VMT
- Suburban Center (or Suburban with NEV): 20%
- Suburban: 15% (limited empirical evidence available)

Specific Rules for Subcategories within Transportation- Because of the unique interactions of measures within the Transportation Category, each subcategory has additional rules or criteria for combining measures.

❖ **Land Use/Location Strategies – Maximum Reduction Factors:** Land use measures apply to a project area with a radius of ½ mile. If the project area under review is greater than this, the study area should be divided into subareas of radii of ½ mile, with subarea boundaries determined by natural “clusters” of integrated land uses within a common watershed. If the project study area is smaller than ½ mile in radius, other land uses within a ½ mile radius of the key destination point in the study area (i.e. train station or employment center) should be included in design, density, and diversity calculations. Land use measures are capped based on empirical evidence for location setting types as follows:⁵

- Urban: 65% VMT
- Compact Infill: 30% VMT
- Suburban Center: 10% VMT
- Suburban: 5% VMT

❖ **Neighborhood/Site Enhancements Strategies – Maximum Reduction Factors:** The neighborhood/site enhancements category is capped at 12.7% VMT reduction (with Neighborhood Electric Vehicles (NEVs)) and 5% without NEVs based on empirical evidence (for NEVs) and the multiplied combination of the non-NEV measures.

❖ **Parking Strategies – Maximum Reduction Factors:** Parking strategies should be implemented in one of two combinations:

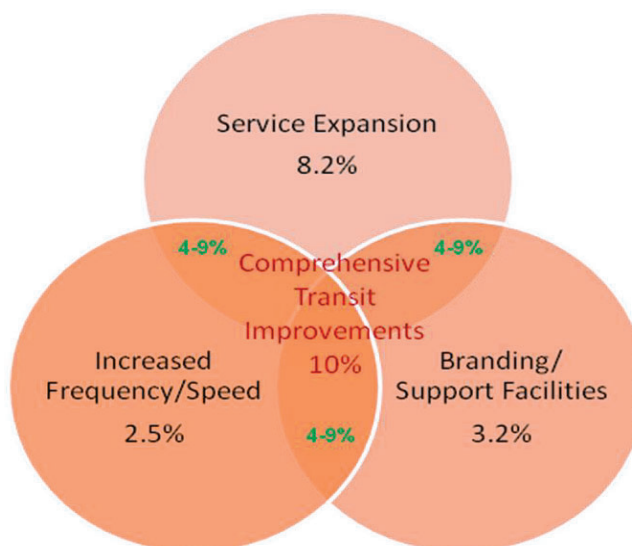
- Limited (reduced) off-street supply ratios plus residential permit parking and priced on-street parking (to limit spillover), or
- Unbundled parking plus residential permit parking and priced on-street parking (to limit spillover).

⁴ As reported by Holtzclaw, et al for the State of California. Note that CTR strategies must be converted to overall VMT reductions (from work-trip VMT reductions) before being combined with strategies in other categories.

⁵ As reported for California locations in Holtzclaw, et al. “Location Efficiency: Neighborhood and Socioeconomic Characteristics Determine Auto Ownership and Use – Studies in Chicago, Los Angeles, and San Francisco.” *Transportation Planning and Technology*, 2002, Vol. 25, pp. 1–27.

Note: The reduction maximum of 20% VMT reflects the combined (multiplied) effect of unbundled parking and priced on-street parking.

- ❖ **Transit System Strategies – Maximum Reduction Factors:** The 10% VMT reduction maximum for transit system improvements reflects the combined (multiplied) effect of network expansion and service frequency/speed enhancements. A comprehensive transit improvement would receive this type of reduction, as shown in the center overlap in the Venn diagram, below.



- ❖ **Commuter Trip Reductions (CTR) Strategies – Maximum Reduction Factors:** The most effective commute trip reduction measures combine incentives, disincentives, and mandatory monitoring, often through a transportation demand management (TDM) ordinance. Incentives encourage a particular action, for example parking cash-out, where the employee receives a monetary incentive for not driving to work, but is not punished for maintaining status quo. Disincentives establish a penalty for a status quo action. An example is workplace parking pricing, where the employee is now monetarily penalized for driving to work. The 25% maximum for work-related VMT applies to comprehensive CTR programs. TDM strategies that include only incentives, only disincentives, and/or no mandatory monitoring, should have a lower total VMT reduction than those with a comprehensive approach. Support strategies to strengthen CTR programs include guaranteed-ride-home, taxi vouchers, and message boards/marketing materials. A 25% reduction in work-related VMT is assumed equivalent to a 15% reduction in overall project VMT for the purpose of the global maximum; this can be adjusted for project-specific land use mixes.

Two school-related VMT reduction measures are also provided in this category. The maximum reduction for these measures should be 65% of school-related VMT based on the literature.

- ❖ Road Pricing/Management Strategies – Maximum Reduction Factors: Cordon pricing is the only strategy in this category with an expected VMT reduction potential. Other forms of road pricing would be applied at a corridor or region-wide level rather than as mitigation applied to an individual development project. No domestic case studies are available for cordon pricing, but international studies suggest a VMT reduction maximum of 25%. A separate, detailed, and project-specific study should be conducted for any project where road pricing is proposed as a VMT reduction measure.

Additional Rules for Transportation Measures- There are also restrictions on the application of measures in rural applications, and application to baseline, as follows:

- ❖ Rural Application: Few empirical studies are available to suggest appropriate VMT reduction caps for strategies implemented in rural areas. Strategies likely to have the largest VMT reduction in rural areas include vanpools, telecommute or alternative work schedules, and master planned communities (with design and land use diversity to encourage intra-community travel). NEV networks may also be appropriate for larger scale developments. Because of the limited empirical data in the rural context, project-specific VMT reduction estimates should be calculated.
- ❖ Baseline Application: As discussed in previous sections of this report, VMT reductions should be applied to a baseline VMT expected for the project, based on the Institute of Transportation Engineers' 8th Edition *Trip Generation Manual* and associated typical trip distance for each land use type. Where trip generation rates and project VMT provided by the project Applicant are derived from another source, the VMT reductions must be adjusted to reflect any "discounts" already applied.

October 7, 2024

RE: Public Comment Agenda Item 7: Draft EIR Downtown Housing & Economic Opportunity Overlay and EKN Appellation Hotel Project – City Council Oct. 7, 2024

Dear City Council:

Thank you for considering my comments on the Draft EIR for the Downtown Housing & Economic Opportunity Overlay and EKN Appellation Hotel Project.

I have two areas of concern:

1. The statement made in the staff report that there is no nexus between the Planning Commission's and HCPC's recommendation that a reconnaissance survey be conducted to address all properties within the overlay project areas before zoning changes are made.
2. The inadequacy of the Historic Built Environment Impacts Assessment prepared by South Environmental.

Staff Comments

A nexus does exist between the need for a reconnaissance survey and the hotel project. The overlay is being proposed at this time because of the hotel project. The 2022 [Historic Resources Background Report](#), prepared by Page & Turnbull for the general plan update, explains why a survey needs to be conducted before zoning changes. From page 5 of that report:

Given the General Plan's focus on infill development and increased density within the Urban Growth Boundary (UGB), careful consideration of potential impacts on historic resources will be critical.

Current and potential development projects within or adjacent to designated historic districts and/or individual historic resources are occurring or are expected. Careful planning is needed to ensure that historic resources are not adversely affected.

In particular, the transition areas adjacent to historic districts and potentially historic age-eligible properties scattered along corridors such as Petaluma Boulevard and E Washington Street are at high risk of development pressures.

The General Plan should provide policies to implement objective design standards for infill development within or adjacent to historic districts or sites containing historic resources.

Additional historic resource surveys should occur prior to adopting an updated housing site inventory or identifying specific sites for increased densities to ensure that there is a clear understanding of how those policy decisions may impact eligible historic resources.

Inadequacy of the Historic Built Environment Impacts Assessment

The methods section of the report (pgs. 14 -15) has issues. Simply requesting information from the Sonoma County Library and the Petaluma Museum is insufficient. At no charge, staff and volunteers who manage the collections at these institutions undoubtedly provided the best service they could in the time they had to available amongst their other responsibilities, but that's not enough.

The consultant should not rely solely on what is provided but must visit the archives, where they will receive assistance accessing records. It is up to the consultant to review and evaluate materials firsthand.

The methods section also states that "an intensive-level pedestrian survey of the project site and surrounding areas was conducted on May 17, 2024." If so, what was observed is not reflected in Table 1. So many errors in Table 1 would have been prevented with an onsite visit.

I question the assumption on page 26 that because 5 and 25 Petaluma Boulevard South underwent rehabilitation in the 2000s, its integrity has been compromised, and because of that, the hotel project across the street won't impact it. I disagree. The building(s) still read as historic and are ones I point out as an example of a successful adaptive reuse project. You might recall that Basin Street originally wanted to demolish the building and put a 75,000-square-foot Hilton Gardens Hotel in its place. Today, these buildings are home to Peet's Coffee, Sugo Trattoria, Tortilla Real, North Bay Café, Poppy Bank, RodyROK, Stefano's Pizza and screens for Petaluma Boulevard 14 Cinema.

Also, on page 26, the report's author describes the building across the street from the proposed hotel at 312-316 B Street (current location of the Lunchette, Paradise Found Records, Heart & Soul Salon, VIBE Gallery, The New Yorker and Hollingsworth Jewelry) as being constructed in 1959. It was completed in 1950 and was known as the [Neilsen Building](#). This building was not included in the National Register nomination for the downtown area because it was prepared in 1995 when the building was less than 50 years old. It is now 74 years old, and if evaluated today, I believe it would be considered a contributor to the district. As currently designed, the EKN Hotel will have an impact on this building.

Table 1 of the reports includes many problems. Here are just a few:

1. Chase Bank, 101 Western Avenue, was built in 1975, not 1962
2. Wells Fargo Bank, 125 Western Avenue, was built in 1962, not 1976
3. M. Vonsen Co. Building City of Petaluma Parking Garage, 120 Western Avenue, was built in 1985, not 1960. This would have been recognized if the consultant conducted the pedestrian survey described on page 15.
4. ArtLuma, 145 Keller Street, was built in 1909 (the same time as 135 Keller Street). The table says the date is unknown. In 2001, the owners of 145 Keller Street received an award from Heritage Homes for their adaptive reuse of the building. This was reported in the *Argus-Courier* on September 12, 2001.
5. None, 108 Petaluma Boulevard South – I am unsure what this refers to.

6. Petaluma Mill, Brainerd Jones, Believed to be located at the current location of 20 Petaluma Boulevard South. I'm not sure what this refers to.
7. Pacific Telephone & Telegraph Building, 125 Liberty Street, was built in 1951, not 1965.
8. Office building, 131 Liberty Street – no building exists on this property. This would have been recognized if the consultant conducted the pedestrian survey described on page 15.
9. Bundensen's Seed & Garden Supplies, 10 Fourth Street – Bundesen's (correct spelling) Seed & Garden Supplies was located at 9 Fourth Street, and it's long gone. The building at 10 Fourth Street was built in 1963 and is now occupied by the Blue Zone Project and LivXplore Real Estate. This would have been recognized if the consultant conducted the pedestrian survey described on page 15.
10. Linch Jewelry Building, 10 Western Avenue, was built in 1910, not 1890
11. The Prince Building, Free Public Library, 24 Western Avenue – this is a typo.
12. Carithers Department Store, Great Western Bank, 101 Western Avenue – another typo? Carithers is at 109 Kentucky Street and was completed in 1941. Great Western Bank was located at 101 Western Avenue – now it's Chase Bank.
13. Greyhound Bus Depot, 77 Fourth Street – do they mean 40 Fourth Street? If so, Petaluma's Greyhound Depot (its second) was built in 1939, not 1925.
14. Schluckebier Trust, 19 Kentucky Street, was built in 1915, not 1951
15. Couches Etc. (may be associated with Carithers Department Store), 101 Kentucky Street. This statement surprised me, given how many articles, including this easily accessible [blog post](#), have been published about Amy's rehabilitation of the building. Yes, Carithers and Couches' Etc. once occupied the building, currently addressed as 109 Kentucky Street. The building was completed in 1941, not 1938. This would have been recognized if the consultant conducted the pedestrian survey described on page 15.
16. Copperfield's Books, 153 Kentucky Street. Today, Copperfield's Books is at 140 Kentucky Street. Summer Cottage Antiques is at 153 Kentucky Street. This would have been recognized if the consultant conducted the pedestrian survey described on page 15.
17. West America Bank is listed on the table three times at 33 Washington Street (where Easy Rider is), 21 Washington Street, and 25 Washington Street. Are they talking about 200 Washington Street? There was a bank at this location. The first bank on this site was Sierra Bank, which was completed in 1976, not 1925. West America Bank did occupy this address more recently.
18. Marin Outdoors, JC Penny's 119 Petaluma Boulevard North. The eligibility status doesn't consider that this building has been rehabilitated (thanks to the City's 2001 Storefront Loan Program) since it was evaluated as part of the National Register nomination process in 1992. If evaluated today, it would be as a 1D.

The errors, references to businesses that no longer exist, and other issues in this table again lead me to believe the work was done without walking the project areas and that their use of Google Street View was limited.

Many of the properties included in Table 1 are featured in *Petaluma: A History in Architecture* – an easily accessible book that is not included in the report’s list of references (pg. 28).

Because the Historic Built Environment Impacts Assessment is so lacking in accurate information, I find the Draft EIR inadequate.

If you vote to proceed with preparing a Final EIR, you must address this inadequacy. But there is another option.

Don’t pursue the overlay. Yes, zoning changes to the downtown area are needed, but proper, careful planning must come first. Again, I refer you to the city-funded 2022 Historic Resources Background Report prepared for the General Plan update.

No economic strategic plan exists for the downtown, the 1995 National Register nomination needs updating, the downtown design guidelines are 25 years old, and properties just outside the National Register boundaries need to be surveyed.

Sincerely,

A handwritten signature in cursive script that reads "Katherine J. Rinehart".

Katherine J. Rinehart
Historian

[REDACTED]

Petaluma, CA [REDACTED]

[REDACTED]