

Public Hearing: San Jose

This document includes written comments received at the public hearing as well as the complete transcript provided by the court reporter.

Comments from San Jose Public Hearing - May 16, 2017
San Jose State University, Dr. Martin Luther King, Jr. Library - Room 225
150 E. San Fernando Street
San Jose

1	The Action Plan is an essential part of Plan Bay Area. We need to identify concrete, realistic actions the regional agencies can take to address targets where the region is moving in the wrong direction, especially displacement, middle-wage jobs, and housing affordability (H+T/income). I support the comment letter submitted by the Six Wins/NPH/Greenbelt and urge MTC-ABAG to incorporate them into the Action Plan. In particular, a stronger focus on middle-wage jobs is needed, along with a more robust modeling approach to reflect real-world wages and incomes.
2	Applies to both the Plan and the Draft EIR. Water supply is becoming a key element in planning for future growth in the Bay Area and needs to be considered in relation to long-term (sustainable) land use planning. The Plan doesn't appear to discuss or analyze this connection, leaving out a limiting factor for development. Assumptions need to be checked against Urban Water Management Plans and environmental impacts to create dams and other infrastructure (e.g., water recycling facilities) will create, including construction and long-term energy use for pumping, treating, and recycling.

RE: PLAN BAY AREA 2040

PUBLIC HEARING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Tuesday, May 16, 2017

Martin Luther King Library

150 E. San Fernando, San Jose, California 95112

Taken before AMBER EMERICK

Certified Shorthand Reporter No. 13546

State of California

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BE IT REMEMBERED that pursuant to Notice of the Hearing, and on Tuesday, May 16, 2017, commencing at 6:03 p.m., thereof, at the Martin Luther King Library, 150 E. San Fernando Street, San Jose, California 95112, before me, AMBER EMERICK, CSR No. 13546, a Certified Shorthand Reporter in and for the State of California, there commenced a public hearing.

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PUBLIC SPEAKERS ON DRAFT PLAN BAY AREA

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Whitney Berry	23

1 Tuesday, May 16, 2017

6:03 p.m.

2

3

P R O C E E D I N G S

4

COMMISSIONER DUTRA-VERNACI: So good evening.

5

Thank you for being here. I'm Metropolitan Transportation

6

Commissioner Carol Dutra-Vernaci, also Mayor of Union

7

City.

8

On behalf of MTC, I'm sure you're familiar with

9

these acronymns. "MTC" stands for Metropolitan

10

Transportation Commission. "ABAG" stands for the

11

Association of Bay Area Governments.

12

So on behalf of MTC and ABAG, I want to welcome

13

you to tonight's public hearing. We appreciate your

14

attendance and your comments. So please feel free to give

15

the comments as you think of them.

16

So tonight I'm here with Adam Noelting, the MTC

17

Senior Planner, and our consultants Heidi Tschudin --

18

right there -- and Fran -- you know, she has an easy last

19

name; two syllables.

20

MS. RUGER: Ruger [pronouncing].

21

COMMISSIONER DUTRA-VERNACI: Ruger [pronouncing].

22

Thank you.

23

Anyway, they'll be presenting on Plan Bay Area

24

and the Draft EIR, which of course stands for the

25

Environmental Impact Report.

1 The hearings tonight are your opportunity to
2 comment on the official record on both the Draft Bay Area
3 2040 and the Draft EIR, which are both out for public
4 review.

5 The Draft Plan Bay Area 2040 is a state-mandated,
6 integrated, long-range transportation and land-use plan.

7 It is required by Senate Bill 375, passed several
8 years ago, on all metropolitan areas in the state of
9 California. The Draft Plan includes a Sustainable
10 Community Strategies as part of a Regional Transportation
11 Plan.

12 In the Bay Area, the MTC and ABAG are the
13 agencies that are jointly responsible for developing and
14 adopting the Sustainable Community Strategy. It
15 integrates transportation, land use, and housing, to meet
16 greenhouse gas reduction targets set by the California Air
17 Resources Board.

18 The Draft EIR analyzes and discloses the
19 potentially adverse significant impacts associated with
20 the implementation of the proposed Plan Bay Area 2040, and
21 it identifies the potential for significant effects in the
22 areas of transportation, air quality, land use, and
23 physical development, climate change, and greenhouse
24 gases, noise, biological resources, visual resources,
25 cultural resources, public utilities and facilities,

1 hazards, and public services and recreation. And probably
2 a few other things I didn't even mention.

3 In any case, thanks again for being here this
4 evening. Feel free to help yourself to the coffee and
5 cookies in the back of the room throughout the next couple
6 hours.

7 I'd now like to turn it over to our staff member
8 Ursula -- let me get yours right -- Vogler.

9 MS. VOGLER: Yeah.

10 COMMISSIONER DUTRA-VERNACI: Okay.

11 -- who will provide an overview on the public
12 hearing this evening. So thank you.

13 And, Ursula, come on up. Let me get out of the
14 way here; sit down for the show.

15 MS. VOGLER: So as Commissioner Dutra-Vernaci
16 outlined, we'll be holding two public hearings: One on
17 the Draft Plan and one on the Draft EIR. Adam will
18 present on the Plan, and then I'll open the public hearing
19 on the Plan.

20 And then once the Plan's public hearing is
21 closed, Heidi will present on the Draft EIR. And I'll
22 open and then close that public hearing.

23 If you wish to speak, please fill out and submit
24 a blue speaker card. We encourage everyone to do that. I
25 only have one card so far. So I encourage you to do it as

1 soon as possible and hand it to Pam, who is not sitting
2 there, or to me.

3 And if you want to speak on the EIR and the Plan,
4 you need to fill out two cards, preferably. And then
5 we're going to call you to speak under each item.

6 So my co-worker, Pam, who is in the hall, but
7 she's here, if you need a card -- but they're also on the
8 front table there. And then I'll call the speakers up one
9 by one, as time permits, when we receive the cards.

10 I will ask each time that you state your name,
11 and which document you're commenting on, so it can be
12 clear for the record. We have a court reporter here in
13 the corner, Amber, who is taking your transcript of your
14 comments.

15 So when I open the public hearing, I'll call
16 people up one by one in the order I receive your cards,
17 and you'll have three minutes. Actually, if you want to
18 go longer than three, not a problem.

19 Finally, you can view the Draft Plan and the
20 Draft EIR at 2040.PlanBayArea.org. We also have thumb
21 drives that hold those documents in the front of the room
22 -- or the side of the room. If you want to get one of
23 those, I'm happy to give you one.

24 In addition to tonight's public hearing, you may
25 also submit your comments by e-mail. For the Draft Plan,

1 you may submit your comments to info@planbayarea.org.

2 For the Draft EIR, you may submit comments to
3 EIRcomments@MTC.CA.gov. If you didn't write that down, I
4 can give you information later. This information is
5 printed on the brochure that's available at the welcome
6 desk as well. Just so you know, the public comment period
7 for both documents closes on June 1st.

8 So now I'd like to turn it over to Adam, who will
9 present on the Draft Plan.

10 MR. NOELTING: Thank you. Yes. My name is Adam
11 Noelting, with MTC Planning Department. So I'll present
12 today an overview of the Draft Plan, as Ursula noted. It
13 is available online, and that's our best way to review the
14 document. But there are copies available through flash
15 drive, and there's also some hard copies. So you're able
16 to get a copy of that as well.

17 To begin with, April 3rd, MTC and ABAG did
18 release the Draft Long-Range Transportation Plan for Plan
19 Bay Area, called "Plan Bay Area 2040." It's available
20 online, as I noted, and your comments are -- the comment
21 period is through June 1st.

22 We've had a number of workshops so far throughout
23 the region. We're having a hosting of workshops in each
24 of the counties. And that information is also shared in
25 the brochure up front, and you can attend those meetings.

1 Those meetings are more of an open house format,
2 where you're able to walk around and view information more
3 in a display board format and speak with staff, who are in
4 attendance at the meetings.

5 This, again, will be in an open -- or in a public
6 hearing-type format. So I will do the presentation and
7 try to answer any clarifying questions you may have. And
8 then we'll open up for comments.

9 So Plan Bay Area 2040 is a blueprint to
10 coordinate land use and transportation policies, projects,
11 and public investments. As noted earlier, it's part of
12 California's approach to reducing greenhouse gas emissions
13 for vehicles. It's a -- the Plan is updated regularly.
14 In our case, it's updated every four years. And it's
15 really an ongoing conversation about the kind of Bay Area
16 we hope to leave for future generations.

17 For those that may be familiar with the previous
18 Plan, what really differentiates this Plan from the
19 original is its emphasis on housing affordability. The
20 region is currently in the middle of an economic growth
21 cycle, having added a significant number of jobs since
22 2011. But, however, we have not really built enough
23 housing to meet that demand generated by the strong
24 economy. It's really created an affordability crisis.

25 So just looking at the slide, we're showing here

1 about 500,000 new jobs to about 65,000 new housing units
2 over the past five years. The colors represented here are
3 showing the different parts of the region and where those
4 jobs are being located, as well as where the housing is
5 being created.

6 So not only is there a bit of mismatch in the
7 jobs-to-housing production, there's also a mismatch in
8 where housing production is, in comparison to the jobs.

9 And this imbalance between housing and jobs has
10 led to a number of ripple effects throughout the
11 transportation system. And we're seeing that a lot of
12 people are using the freeways and rail systems at record
13 levels. Our infrastructure is really being tested and
14 stretched past its current limit.

15 So, for an example, the Bay Bridge Corridor is at
16 about 105 percent capacity right now at its peak hour.
17 And that's even having two-thirds of those persons
18 traveling by transit.

19 We're comparing -- just looking at the congested
20 delay on freeways, it's gone up about 50 percent since the
21 last peak. So we're seeing a lot of congestion on our
22 entire system.

23 This slide is just showing some of the current
24 ridership on rails. You can see Caltrain, per capita, has
25 really grown quite well, as well as congested delay and

1 BART ridership.

2 The Plan itself is a multi-year process; involves
3 a lot of partners throughout this process. It began in
4 2015, with some initial outreach meetings identifying
5 various performance targets for the Plan.

6 We looked at a number of different scenarios, in
7 terms of how the region could grow, what types of
8 investments we could invest in, the transportation
9 projects, and what those different outcomes would look
10 like, in comparison to our performance targets.

11 Last November, the MTC Commission and the ABAG
12 Executive Board adopted a Final Preferred Scenario, which
13 was a list of projects -- transportation projects, as well
14 as the distribution of growth; so the pattern of
15 development that's expected to be in the region moving
16 forward through 2040.

17 What's occurred since then is the preparation of
18 the Plan document itself, as well as the Environmental
19 Impact Report.

20 These next two slides look at the land use
21 pattern for the region. And part of this, what we're
22 looking at is the overall planning assumptions for the
23 document, and what we're preparing or planning for.

24 In this case, we're showing that -- the numbers
25 shown here is 820,000. That's 820,000 new houses from

1 2010, through 2040. So that's the number we're planning
2 for.

3 So the effort we've undertaken over the last
4 several years is determining, "In what parts of the region
5 would these households be created or located?"

6 The slide is showing the same color scheme as the
7 previous one showing the three scenarios: The big cities,
8 which would be San Jose, San Francisco, and Oakland;
9 bayside communities shown in blue; and then inland coastal
10 delta communities shown in green.

11 It's fairly apparent in the slide that most of
12 the growth is being expected to be -- will be in the big
13 cities, as well as the bayside communities.

14 And then we're also using in this Plan -- similar
15 to the last Plan, is a geography being referred to as
16 "PDAs," or Priority Development Areas. And that structure
17 or framework is also taking on the bulk of the growth.
18 Shown here, it's 77 percent of the household growth.

19 And just to give you a perspective of where the
20 PDAs are, in this slide itself, the different colors, the
21 black or darkest areas are what we identify as PDAs. It's
22 a very small geography, very concentrated, focused
23 development patterns.

24 Similar to housing, this slide represents job
25 growth. And in this case, we're planning for 1.3 million

1 new jobs in the region. We showed in the earlier slide,
2 since 2010, we've already seen about 500,000 new jobs. So
3 we're well on our way to reaching this 1.3 million mark.

4 And, again, similarly, we're looking at the big
5 cities and the bayside communities taking the bulk of the
6 growth, as current -- would absolutely reflect kind of the
7 current trend in 2010, versus 2040, where a lot of
8 commercial bay service exists in the big cities, as well
9 as the bayside communities, and Silicon Valley area.

10 So unlike the household PDAs, job growth is a
11 little bit less than in household. So we're seeing only
12 about 55 percent of the growth in PDAs, when it comes to
13 jobs, compared to households; was about 77.

14 In terms of transportation, as they've given
15 before, they're really a blueprint for short-term and
16 long-term investments. It's "Fourth Set Focus Growth
17 Strategy." The investment priorities are really on a "Fix
18 It First" mentality of trying to fix our existing
19 transportation system.

20 I think this slide demonstrates that we're
21 putting close to 90 percent of the funds that are expected
22 to be available. In this case, it's 300-some billion
23 dollars of federal, state, regional, local moneys that
24 will be used in transportation investments.

25 90 percent of that will be to maintain what we

1 currently have, or make what we currently have better.
2 And the 10 percent will be to expand for adding new lanes,
3 adding new trails -- sorry -- rail services' extensions,
4 that can be expansions of services. But, again, 90
5 percent is that key number just trying to maintain what we
6 currently have.

7 I've mentioned, in an earlier slide, that one of
8 the things we worked on with the Commission is to identify
9 performance targets for the Plan. We have 13 performance
10 targets that are shown here, and they are dedicated
11 towards different ideas: Climate protection, open space
12 protection -- a number of different things.

13 For more detail, I would recommend that -- please
14 look at the Plan for a little more detail on these.

15 But I think the key things we want to identify
16 here is that in some cases we're doing well; in some cases
17 we are doing okay; and in some cases we're not doing well
18 at all.

19 So this, we're showing five of the targets were
20 achieved, four were in the right direction, and four were
21 actually in the wrong direction. We're seeing the wrong
22 direction in the affordability area regarding housing,
23 along with displacement and other topics related to that.

24 Road maintenance is certainly one that's going to
25 tie directly to the amount of funding available. And even

1 though we're spending a lot of money on our roadways,
2 we're not meeting that target.

3 JANICE ROMBECK: Can we ask questions as you go?

4 MR. NOELTING: Yes. I think we have time for
5 that.

6 JANICE ROMBECK: I just want to -- so affordable
7 housing is in the right direction, and also in the wrong
8 direction.

9 MR. NOELTING: Yes. There is --

10 JANICE ROMBECK: So, like, Measure A -- passing
11 Measure A might be in the right direction for affordable
12 housing, like we did in Santa Clara County. But, also,
13 we're not --

14 MR. NOELTING: Yeah. These ones are a little bit
15 abbreviated, in terms of what the actual target is.

16 There's a little bit more detail specifically --
17 these are kind of more towards the goals, more
18 abbreviated. But I think in the Plan -- we can talk a
19 little more specifically on which target is going in the
20 right direction, and which is going in the wrong
21 direction.

22 Affordability is the key one for a lot of them.
23 Part of it is in affordable housing, just providing more
24 affordable housing options as one of the steps. But
25 whether it's enough, and does it make it cheaper for the

1 region, is the issue -- or one of the major dilemmas.

2 And I think, if you look at the same performance
3 targets in a different example, we can kind of see in the
4 range of how we're doing, in terms of these different
5 topics; whether we're going in the right direction or
6 wrong direction. Top ones being the best; bottom being
7 the worst. So, again, looking at access to jobs, road
8 maintenance, displacement.

9 I think the biggest one that we -- stood out was
10 the housing and transportation affordability. And what
11 we're forecasting is the cost, as a percentage of income,
12 especially in low-to-moderate-income families.

13 It's already a challenge we see now. And moving
14 in the future, it's not forecasted to get any better.

15 So that leads us to the Draft Plan itself. This
16 is an actual hard copy of the Plan. It's about 80 pages
17 long, for reference. There's also -- it's supported by a
18 number of other documents. It was released in late March
19 -- officially on April 3rd, I believe; whereas, the Draft
20 EIR was released on April 17th.

21 As we noted a few different times, the comment
22 period is through June 1st. I just want to emphasize that
23 one more time.

24 There's five sections of this Plan; 16
25 supplemental reports, if you really want to get into some

1 of the details about how we -- the different Plan
2 assumptions, some of the analysis being done, and a lot of
3 the conclusions. The supplemental reports will provide a
4 lot of information, and ultimately also the EIR document.

5 Section 1 of this Plan provides kind of the
6 overall context, highlights the existing regional
7 challenges, with a central focus on the housing crisis.

8 Section 2 explains what the Plan is. It's the
9 regional blueprint for growth and investments, and
10 highlights the goals and targets of the Plan.

11 Section 3 discusses the overall forecasts, the
12 planning assumptions -- if you will -- for regional
13 population, jobs, and housing through 2040, and catalogs
14 expected transportation revenues over the next two
15 decades.

16 And Section 4 delves into the specifics on the
17 Final Preferred Scenario. And that was the action that
18 was taken by the MTC Commission and the ABAG Executive
19 Board last fall, which really spelled out a list of
20 transportation projects and the growth distribution or the
21 forecast of land-use pattern; identified the performance
22 results of that pattern.

23 And then, ultimately, Section 5 -- I guess we can
24 go back to this one. This is what I was alluding to just
25 briefly about the housing and transportation costs, which

1 really sparked a lot of interest and a lot of concern from
2 our Commission, the ABAG Executive Board members, as well
3 as stakeholders and members of the public about this slide
4 particularly.

5 The fact that we're seeing 55 -- almost 55
6 percent of the household income in 2005 was dedicated to
7 housing and transportation. And we forecast that in 2040,
8 it could be up to 67 percent. That's for lower income
9 households. It's not all households, but that's certainly
10 an alarming fact and figure, which led us to the final
11 section of the Plan, which was called the "Action Plan."

12 And this is an area that we're -- that we
13 recognized -- that there were some areas that were pointed
14 out in the performance that we're not doing so well on;
15 going in the wrong direction.

16 So the Action Plan is attempting to address that.
17 And it may not solve the problems, but it's trying to
18 identify some short-term, near-term strategies or actions
19 the region can take in trying to address some of those
20 concerns.

21 So it is a near-term action. It's -- for the
22 region. It really addresses housing affordability, the
23 region's widening income disparities, Bay Area's
24 vulnerabilities -- like natural disasters, such as
25 earthquakes and floods.

1 So it's really broken into three sections:
2 Housing, Economic Development, and Resilience. Those are
3 the core areas of the Action Plan.

4 So some objectives of the housing Action Plan are
5 to produce more housing, preserve the existing affordable
6 housing, protect against residents' displacement.

7 And from economic development, we're looking at
8 increasing pathways for middle-waged jobs, preserving
9 infrastructure, increasing affordable transportation, with
10 access to job centers.

11 And in the resilience category, we're looking at
12 such things as protecting communities from natural
13 hazards, such as earthquakes, floods, and fires; preparing
14 for the region -- the region for effects of climate
15 change.

16 So those are the key elements of the Action Plan,
17 and an overview of the Plan in general. Again, the
18 document itself looks like this. It's about 70 to 80
19 pages; a number of supplemental reports for more
20 information. But with that, that is an overview of the
21 Plan.

22 So if you have any clarifying questions, I'd be
23 happy to answer those. And otherwise, we can get into the
24 public comment portion.

25 MS. VOGLER: Does anyone have any questions?

1 Thank you.

2 So I have one speaker's card. I encourage
3 everyone to fill out a blue card and have the cards. So,
4 again, this is the first --

5 Yes?

6 KATJA IRVIN: I'm sorry. I was just wondering if
7 we can ask any questions.

8 MR. NOELTING: Sure. Yes.

9 MS. VOGLER: Oh, yes. Please.

10 KATJA IRVIN: But you can keep going --

11 MS. VOGLER: Oh, no. No, no. I want you to ask
12 questions first. And then we'll open the public hearing,
13 and you can make your comments then.

14 So, Adam.

15 MR. NOELTING: Okay. And I'll do my best to
16 answer clarifying questions today, although we may need
17 some follow-up as well.

18 KATJA IRVIN: Well, I just -- I just kind of had
19 a question about -- since the last Plan Bay Area, and as
20 in this one, you had Priority Development Areas. And you
21 had the amount of growth that was going to go into each
22 one of those -- or into Priority Development Areas, versus
23 Non-Priority Areas.

24 And has that been measured at all, as to how the
25 outcomes were, or whether it actually happened the way the

1 Plan had anticipated?

2 MR. NOELTING: So that's a good question.

3 So we do use Priority Development Areas as the
4 geography that we're focusing growth towards. They are
5 locally-nominated areas that were identified for priority
6 development or development in general.

7 So we are in a -- the last Plan was adopted in
8 2013. So since then we've been monitoring building
9 permits; trying to track development as it takes place.
10 It's a little bit challenging from that information.
11 There is a bit of a lag period, but we are trying to
12 monitor where the growth is occurring.

13 And we are comparing that to assumptions that are
14 in the Plan, seeing where cities are developing in the
15 different areas; whether it's Priority Development Areas
16 or outside them or near them.

17 I don't have any specific facts, figures that
18 would point to a number at this point. And a lot of these
19 projects take several years to go through the development
20 process.

21 So in some cases we may not see the first wave of
22 PDA-type development for a few more years. So that's one
23 thing to just keep in mind. But we are trying to monitor
24 it the best we can, as things are coming together.

25 ABAG, as an example, has, on their website,

1 building permit information. And I think they're
2 identifying which of those building permits were in PDAs,
3 versus not within PDAs. So that's something out there as
4 a resource.

5 KATJA IRVIN: So -- because I was gonna -- you
6 know, I saw your goals for that.

7 I was thinking, "How realistic is that?"
8 Right?

9 MR. NOELTING: Yes.

10 KATJA IRVIN: So that's why I had that question
11 -- like, how did you decide that that was realistic?

12 MR. NOELTING: Well, part of the process we go
13 through in this effort is, we do take a look at -- not
14 getting into too many of the weeds, we do use some various
15 tools that help us make some assumptions. And some of
16 them are land-use models, as an example, that take into
17 consideration what current zoning is in different
18 communities.

19 They look at various other information pieces,
20 such as the value of the parcel of land, and the value of
21 the structure.

22 Just gives you a sense of what types of things
23 are there, and what the likelihood is for development in
24 the future.

25 We also make -- it's spelled out a little bit

1 more in the Plan. We make some assumptions in the Plan
2 that areas -- PDAs, for example, would need some changes
3 in zoning to achieve these numbers. That's one of the
4 things that we highlight in the Plan document a little bit
5 more; that we make some assumptions that some of the PDAs
6 would have to be up-zoned for higher density to allow for
7 this level of growth.

8 So there's some differences now between current
9 zoning, versus what we are thinking of what could happen.
10 And if cities were to adopt those types of development,
11 that could help achieve that growth.

12 KATJA IRVIN: So that's kind of just doing the
13 best you can. But it would be better to have real
14 information from what's out there -- from the last Plan,
15 of what the --

16 MR. NOELTING: Yes. We're --

17 KATJA IRVIN: Hopefully next time.

18 MR. NOELTING: I think the monitoring program is
19 becoming more robust. There's more information available.
20 There's a lot of different datasets. We're seeing a lot
21 more need for that information.

22 Moving forward, it has been helpful.

23 MS. VOGLER: Any other questions?

24 Okay. So, again, we have one card. We encourage
25 you to fill out a blue card.

1 So I'm going to go ahead, and I'll officially
2 open the public hearing.

3 And our first and only speaker on the Plan is
4 Whitney Berry.

5 Thank you, Whitney.

6 WHITNEY BERRY: Hi. Good evening.

7 This is on?

8 MS. VOGLER: Very good. Yes.

9 WHITNEY BERRY: All right. My name is Whitney
10 Berry. I'm a resident of San Jose, as well as a Planner
11 for the Mid-Peninsula Regional Open Space District.

12 The Mid-Peninsula Regional Open Space District
13 manages approximately 26 open space preserves in San Mateo
14 and Santa Clara County, a number of which are designated
15 "Priority Conservation Areas."

16 Our -- let me first say, we applaud this Plan.
17 It's needed for the region, and definitely applaud the
18 focus on affordability, both on housing and
19 transportation.

20 So given that we own a number of Priority
21 Conservation Areas, and given that we're expecting
22 increased density in Priority Development Areas over the
23 next -- the life of the Plan, we believe that we need to
24 seek greater emphasis on connections between those areas
25 as population growth density increases.

1 The park-acreage-per-resident ratio is going to
2 decrease. People will have fewer spaces to go enjoy for
3 wellness and reap the health benefits for those spaces.

4 So we encourage MTC and ABAG to consider those
5 connections and prioritize those in your Action Plan; take
6 a look at what sort of regional connections are right for
7 both funding and facilitating those connections between
8 jurisdictions; using those to bring people from
9 communities that have access gaps, but also to allow for
10 commuters to better move within the region, using
11 alternate modes of transportation.

12 MS. VOGLER: Thank you.

13 Okay. So anyone else have a comment on the Draft
14 Plan?

15 Yes.

16 COMMISSIONER DUTRA-VERNACI: Yes. If I can, I
17 just wanted to -- since I'm Mayor of Union City -- answer
18 your question about the PDAs; that -- I just thought maybe
19 I'd give my perspective, as an elected official -- what
20 we're up against because as you just mentioned, this is a
21 great plan, and it's a great vision. But the reality is,
22 a lot of folks are only interested in their pocketbooks.

23 So in Union City, around our BART station, that's
24 our PDA area. It's a fantastic concept, but it's taken
25 years, as was mentioned, to get to even where we are, and

1 we're not done yet.

2 But what we have, as an example, is: A developer
3 came in, and he went around to all the businesses -- and
4 what have you -- that were in the area, trying to convince
5 them to sell to him because he is disregarding this Plan.
6 He just wants the standard single-family home; forget the
7 high-density kind of stuff, and it's a major challenge.

8 And another major challenge is the parkland
9 requirement because Union City's General Plan currently
10 says, "Three acres per thousand people."

11 Based on our current population, and what have
12 you, we're short maybe 75 acres. But because of the RHNA
13 numbers, the housing that we're supposed to be able to
14 come up with, we really don't even have 75 acres left.

15 So now what we're starting to say to residents
16 is, "Well, we have East Bay Regional Park bordering Union
17 City. We've got the Bay Trails, and everything where
18 Union City is situated."

19 So some residents are just pushing back with us,
20 saying, "Well, that works."

21 You know, historically, we said that 75 acres
22 should be within our boundaries. But since it's right
23 next to our boundaries, that's maybe the best we can do.

24 And so that's just a major pushback, but it's the
25 reality of people wanting to live in the Bay Area. So I

1 thought I would just share that perspective because I'm
2 sure it's not unique to Union City alone.

3 So, any case, that's my two cents.

4 MS. VOGLER: So seeing that there's no additional
5 comments, I guess I'll close the public hearing, and we'll
6 move on to the EIR.

7 (Whereupon, the proceedings on the Draft Plan
8 Bay Area 2040 concluded at 6:40 p.m.)

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CERTIFICATE OF REPORTER

I, AMBER EMERICK, hereby certify that the said proceedings were taken in shorthand by me, a Certified Shorthand Reporter of the State of California, and was thereafter transcribed into typewriting, and that the foregoing transcript constitutes a full, true and correct report of said proceedings which took place;

That I am a disinterested person to the said action.

IN WITNESS WHEREOF, I have hereunto set my hand this 26th day of May, 2017.

AMBER EMERICK CSR No. 13546