



COMMISSION AGENDA ITEM 9b

Agenda Items 5a and

Agenda Item 5b

METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Joint MTC Planning Committee with the ABAG Administrative Committee
DATE: February 13, 2020

FR: MTC Policy Advisory Council
W.I. 1114

RE: Plan Bay Area 2050: Draft Blueprint - Growth Geographies and Strategies

At its Wednesday, February 12, 2020 meeting, the Policy Advisory Council received presentations on the Plan Bay Area 2050 Draft Blueprint Growth Geographies and the proposed strategies for integration into the Plan Bay Area 2050 Draft Blueprint.

After the presentation on the proposed Growth Geographies, the Council voted unanimously to recommend that staff test Option B as the growth strategy with the inclusion of the Council's recommendation to consider the need for improved transit and infrastructure in Priority Production Areas, e.g., sidewalks, street lighting, bus and bicycle lanes, and green space, in order to stimulate growth in these areas.

Following the presentation on the proposed strategies, Council members expressed the following concerns:

- the equity issues raised by per-mile tolling;
- the need for higher levels of required affordable housing production (beyond the proposed levels of 10 to 20 percent) and the need for public funding to reach a higher goal;
- the barriers created by limited transit availability for shift workers and students;
- the inclusion of persons with disabilities, who may be solo drivers, in proposed toll discounts; and
- the need to study whether in lieu fees are providing affordable housing and the location of that housing.

The Policy Advisory Council recommends that these concerns be addressed in staff's analysis of the proposed strategies before any findings are released in spring 2020 for additional public feedback and policymaker refinement.

**Metropolitan Transportation Commission and the Association of Bay Area Governments
Joint MTC Planning Committee with the ABAG Administrative Committee**

February 14, 2020

Agenda Item 5a

**ABAG Resolution No. 02-2020, ABAG Resolution No. 03-2020, and
MTC Resolution No. 4410: Plan Bay Area 2050: Draft Blueprint Growth Geographies**

Subject: Approval of proposed Growth Geographies for integration into the Plan Bay Area 2050 Draft Blueprint, including existing and new locally nominated Priority Development Areas (PDAs), Priority Production Areas (PPAs), and Priority Conservation Areas (PCAs), as well as select Transit-Rich and High-Resource Areas outside PDAs.

Background: Following Commission and Executive Board adoption of an update to the Regional Growth Framework in May 2019, MTC/ABAG staff engaged local jurisdictions to identify new priority areas, modify the boundaries of existing PDAs, and establish a timeline for adopting PDA plans. Staff also worked with County Transportation Agencies (CTAs) to identify transit improvements to bring all PDAs up to at least the minimum transit standard. Letters of Interest to nominate new or modify existing PDAs and PCAs, and to nominate PPAs, were due in September 2019, with adopted resolutions for new Priority Areas due in January 2020. Jurisdictions nominated 88 new eligible Priority Areas – 34 PDAs, 19 PCAs, and 35 PPAs. In addition, jurisdictions submitted 48 eligible requests to modify the boundaries of an existing PDA.

Together, the submitted priority areas, transit improvements, and planning commitments help to advance regional housing, climate, and equity goals, bring nearly all existing PDAs into alignment with the adopted planning and transit standards required for Plan Bay Area 2050, and build upon coordinated economic development efforts. Despite these gains, the updated set of locally-nominated priority areas may not be adequate to create a Plan Bay Area 2050 Blueprint that meets the state mandated greenhouse gas (GHG) reduction target and demonstrates the ability to meet the region’s future housing need at all income levels. Many of the places in which growth could provide the greatest regional benefit have still not been designated PDAs. For example, only 20 percent of the High-Resource Areas (HRAs) eligible for designation as PDAs have been nominated by local jurisdictions, and the share of the region’s Transit-Rich Areas (TRAs) nominated as PDAs remains below 50 percent.

To advance discussion about overcoming the obstacles that remain to achieving regional housing, climate, and equity objectives after taking into account this expanded footprint, staff prepared three potential options for the set of Growth Geographies to include in the Draft Blueprint for discussion at the October and November Committees: A) **highly focused in existing & proposed PDAs**, an approach similar to the first two iterations of Plan Bay Area; B) **focused in existing & proposed PDAs plus select HRAs and PDA-eligible TRAs** not currently designated PDAs; and C) **focused in existing & proposed PDAs, with more distributed growth** within Urban Growth Boundaries.

These options were discussed this fall with ABAG and MTC committees, as well as through a day-long Regional Advisory Working Group with a group of topic-area experts. Growth Geographies were also a key component of public feedback at recent “pop up” workshops and in the *Mayor of Bayville* online game. In general,

there was robust support for including areas outside of PDAs in the Plan Bay Area 2050 Blueprint, both with the public and with stakeholders. Staff also received useful feedback on the desire for a context-based approach to prioritizing the wide range of places within each geography, taking into account factors such as level of transit and job access, displacement risk, natural hazard risk and more. There was also significant interest in coordinating the Growth Geographies and Blueprint strategies across all four elements (Transportation, Housing, Economy, and Environment).

Additional analysis conducted by staff following this engagement process led to a refined set of proposed Draft Blueprint Growth Geographies that builds upon Option B, presented in detail in Attachment D. Designed to respond to feedback and maximize the Blueprint's potential to achieve the Plan's GHG reduction target, meet the region's future housing needs, and align with the Regional Housing Needs Allocation (RHNA), the proposed set of geographies combine existing and new locally nominated PDAs and PPAs with select Transit-Rich and High-Resource Areas outside PDAs. Taking this approach, the share of Transit-Rich areas included in the Blueprint would increase from 44 percent in Plan Bay Area 2040 to 77 percent; High-Resource Areas served by at least basic transit service would increase from 16 percent to 58 percent. Finally, the share of areas that are both Transit-Rich and High-Resource – the places in which new homes are likely to deliver the greatest regional benefit – would increase from 27 percent to nearly 80 percent.

Issues:

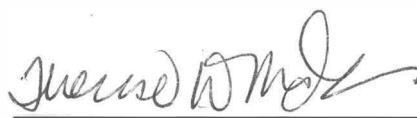
While the Geographies will define *where* growth is focused in the Blueprint, the Blueprint Strategies - discussed in the next agenda item - will shape *what kind* of growth takes place in these Geographies. This approach allows the Blueprint to move beyond a "one size fits all" model to one that balances local context, such as neighboring land uses, with the imperative to shape a more equitable, affordable, and environmentally sustainable Bay Area.

Recommendation:

Staff requests that the *ABAG Administrative Committee* approve ABAG Resolution No. 02-2020 adopting new PDAs, PPAs, and PCAs. Furthermore, staff requests that the *ABAG Administrative Committee* approve ABAG Resolution No. 03-2020 and that the *MTC Planning Committee* approve MTC Resolution No. 4410. These resolutions identify the Growth Geographies included in the Draft Blueprint, while recognizing that there is an opportunity for further refinement to these geographies this spring and summer prior to the Final Blueprint phase. Staff will analyze the Draft Blueprint and report back on forecasted outcomes in late spring.

Attachments:

Attachment A: ABAG Resolution No. 02-2020
Attachment B: ABAG Resolution No. 03-2020
Attachment C: MTC Resolution No. 4410
Attachment D: Presentation



Therese W. McMillan

**ASSOCIATION OF BAY AREA GOVERNMENTS
EXECUTIVE BOARD**

ABSTRACT

Resolution No. 02-2020

This resolution adopts new Priority Development Areas (PDAs), Priority Production Areas (PPAs), and Priority Conservation Areas (PCAs) nominated by local jurisdictions in 2020. The PDAs and PPAs adopted in this resolution will become part of the Plan Bay Area 2050 Growth Geographies adopted in Resolution No. 03-2020, adopted concurrently with this Resolution.

Further discussion of this subject is contained in the Joint MTC Planning Committee with the ABAG Administrative Summary Sheet dated February 14, 2020.

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 02-2020**

RESOLUTION NO. 02-2020

RE: APPROVAL OF NEW PRIORITY DEVELOPMENT AREAS (PDAS), PRIORITY PRODUCTION AREAS (PPAS), AND PRIORITY CONSERVATION AREAS (PCAS)

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, the Association of Bay Area Governments (ABAG), a joint exercise of powers entity created pursuant to California Government Code Sections 6500 et seq., is the Council of Governments and the regional land use planning agency for the San Francisco Bay Area; and

WHEREAS, in 2007 ABAG established a framework (Regional Growth Framework) for future development that seeks to concentrate growth in locally-identified Priority Development Areas (PDAs) and protect locally-identified Priority Conservation Areas (PCAs) from development, and established the procedures for designation of PDAs and PCAs; and

WHEREAS, ABAG has adopted 188 PDAs and 165 PCAs in previous years, each nominated through a resolution from the governing body with land use authority over the area in which these priority areas are located.

WHEREAS, California Government Code § 65080 et seq. requires MTC to prepare and update a long-range Regional Transportation Plan (RTP), including a Sustainable Communities Strategy (SCS) prepared in conjunction with the ABAG, every four years; and

WHEREAS, Plan Bay Area ("Plan") constitutes the Regional Transportation Plan and SCS for the San Francisco Bay Area; and

WHEREAS, MTC and ABAG jointly adopted the first Plan Bay Area in 2013 (Plan Bay Area 2013) (MTC Resolution No. 4111 and ABAG Resolution No. 06-13), and the second Plan Bay Area in 2017 (Plan Bay Area 2040) (MTC Resolution No. 4300 and ABAG Resolution No. 10-17); and

WHEREAS, Plan Bay Area 2013 and Plan Bay Area 2040 were consistent with state-mandated targets for greenhouse gas reduction and housing, and included a growth pattern consistent with the Regional Growth Framework, projecting that more than 70 percent of new homes would be built in PDAs and development would not occur in PCAs; and

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 02-2020**

WHEREAS, potential revisions to the Regional Growth Framework that concerned PDAs, PCAs, and PPAs, were presented to ABAG Regional Planning Committee, MTC Policy Advisory Council, Regional Advisory Working Group, and ABAG Administrative Committee and MTC Planning Committee (collectively, ABAG and MTC Committees), local government staff, and other stakeholders in March and April 2019; and

WHEREAS, comments from ABAG and MTC Committees, local government staff, and stakeholders, and the findings from the 2015 PDA Assessment and 2019 Horizon Regional Growth Strategies Perspective Paper, provided the basis for specific revisions to the criteria for PDAs and PPAs; and

WHEREAS, Resolution 02-19, adopted on May 22, 2019, established an updated definition and criteria for PDAs and a definition and criteria for PPAs through a pilot program; and

WHEREAS, ABAG/MTC staff solicited applications from local jurisdictions for the areas that meet PDA and PPA eligibility criteria consistent with Resolution 02-19; and

WHEREAS, local jurisdictions nominated 34 eligible PDAs, 35 eligible PPAs, and 19 eligible PCAs, supported by a resolution from the governing body with land use authority over the area in which these areas are located; and

RESOLVED, that ABAG, hereby certifies that the foregoing recitals are true and correct and incorporated by this reference; and be it further

RESOLVED, that ABAG, as a decision making body, hereby adopts the new Priority Development Areas, Priority Production Areas, and Priority Conservation Areas in Attachment A, and authorizes staff to include these areas as priorities for future housing and job growth in the Plan Bay Area 2050 Blueprint.

The foregoing was adopted by the Executive Board this 20th day of February, 2020.

Jesse Arreguín, Chair
President

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 02-2020**

Certification of Executive Board Approval

I, the undersigned, the appointed and qualified Clerk of the Board of the Association of Bay Area Governments (Association), do hereby certify that the foregoing resolution was adopted by the Executive Board of the Association at a duly called meeting held on the 20th day of February, 2020.

Frederick Castro
Clerk of the Board

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 02-2020**

Attachment A: New Priority Areas for Adoption

Table 1: New Priority Development Areas (PDAs)

County	Jurisdiction	Priority Development Area Name
Alameda	Berkeley	North Berkeley BART
Alameda	Livermore	McGrath Southfront PDA
Alameda	Fremont	North Fremont Blvd Connected Community PDA
Alameda	Fremont	Osgood Rd Connected Community PDA
Alameda	Fremont	Warm Springs Blvd Connected Community PDA
Contra Costa	Brentwood	Brentwood Blvd
Contra Costa	Brentwood	Downtown Brentwood
Contra Costa	Brentwood	Brentwood Transit Village
Contra Costa	Richmond	Hilltop
San Francisco	San Francisco	Sunset Corridors
San Francisco	San Francisco	Richmond District
San Francisco	San Francisco	Lombard Street
San Francisco	San Francisco	West Portal/Forest Hill Station Area
San Mateo	Pacifica	Sharp Park Specific Plan
San Mateo	Pacifica	Skyline Corridor
Santa Clara	Santa Clara	Freedom Circle
Santa Clara	Santa Clara	Lawrence Station Phase II
Santa Clara	Santa Clara	Patrick Henry Drive
Santa Clara	Santa Clara	Related Santa Clara/City Place
Santa Clara	Santa Clara	Tasman East
Santa Clara	San Jose	South DeAnza
Santa Clara	Sunnyvale	Moffett Park Specific Plan
Santa Clara	Palo Alto	Downtown/University
Santa Clara	Milpitas	Midtown Specific Plan
Solano	Vallejo	Carquinez Heights
Solano	Vallejo	Mare Island
Solano	Vallejo	Solano 360/I-80/SR-37 Gateway
Solano	Vallejo	Central Corridor West
Solano	Vallejo	Central Corridor East
Sonoma	Sonoma County	Sonoma County Airport
Sonoma	Sonoma County	Springs
Sonoma	Sonoma County	Santa Rosa Avenue
Sonoma	Petaluma	Corona Road SMART Station
Sonoma	Cotati	Gravenstein Corridor

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 02-2020**

Table 2: Pilot Priority Production Areas (PPAs)

County	Jurisdiction	Priority Production Area Name
Alameda	Fremont	Bayside Industrial Priority Production Area
Alameda	Fremont	Pacific Commons Priority Production Area
Alameda	Hayward	Hayward PPA
Alameda	Livermore	Eastside PPA
Alameda	Livermore	Westside PPA
Alameda	Oakland	Port PPA
Alameda	Oakland	Airport PPA
Alameda	San Leandro	San Leandro PPA
Alameda	Union City	Union City PPA
Contra Costa	Antioch	Northern Waterfront Industrial Corridor
Contra Costa	Concord	Northern Concord PPA
Contra Costa	Concord	Western Concord PPA
Contra Costa	Oakley	Employment Area
Contra Costa	Pittsburg	Northern Waterfront
Contra Costa	Unincorporated Contra Costa	Pacheco Manufacturing Zone
Contra Costa	Unincorporated Contra Costa	Baypoint Industrial Sector
Napa	American Canyon	American Canyon PPA
San Francisco	San Francisco	Bayshore/Central Waterfront/Islais Creek
San Mateo	Pacifica	Northern Palmetto PPA
Santa Clara	Milpitas	Central Manufacturing Area
Santa Clara	Milpitas	McCarthy Ranch Industrial Area
Santa Clara	Milpitas	Southwestern Employment Area
Santa Clara	Morgan Hill	Morgan Hill PPA
Santa Clara	San Jose	Monterey Business Corridor
Solano	Benicia	Benicia Industrial PPA
Solano	Dixon	Northeast Quadrant
Solano	Fairfield	Train Station Employment Center
Solano	Fairfield	Fairfield PPA
Solano	Rio Vista	Rio Vista PPA
Solano	Suisun City	Suisun City Gentry (westside)
Solano	Suisun City	Suisun City East Side PPA
Solano	Vacaville	Vacaville Industrial Priority Production Area
Solano	Vallejo	Vallejo PPA Mare Island
Solano	Vallejo	Vallejo PPA South Vallejo
Sonoma	Cotati	Cotati PPA

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 02-2020**

Table 3: New Priority Conservation Areas (PCAs)

County	Jurisdiction	Priority Conservation Area Name
Alameda	Livermore	Arroyo Las Positas Trail
Alameda	Livermore	First Street
Contra Costa	Pittsburg	Northwest Waterfront
Marin	Tiburon	Tiburon Open Space
Marin	San Anselmo	Bald Hill
Santa Clara	Palo Alto	Palo Alto Baylands
San Francisco	San Francisco	Excelsior/OMI Park Connections
San Francisco	San Francisco	Crosstown Trail
San Francisco	San Francisco	India Basin
San Francisco	San Francisco	Lake Merced/Ocean Beach
San Francisco	San Francisco	Central Waterfront
San Francisco	San Francisco	Northern Waterfront
San Francisco	San Francisco	Treasure Island/Yerba Buena Island
Solano	Unincorporated Solano County	Dixon Agricultural Service Area
Solano	Unincorporated Solano County	Cache Slough
Sonoma	Santa Rosa	Southeast Greenway
Solano	Vallejo	Mare Island Open Space
Solano	Vallejo	Napa Sonoma Marshes Wildlife Area
Solano	Vallejo	White Slough Wetlands Area

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 02-2020**

Attachment B: New Priority Area Maps



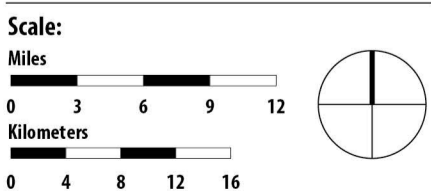
Priority Development Areas

- New PDA
- Existing PDA
- Other Urbanized Area
- Regional Rail Station
- Regional Rail Transit (Existing)
- Regional Rail Transit (Under Construction)

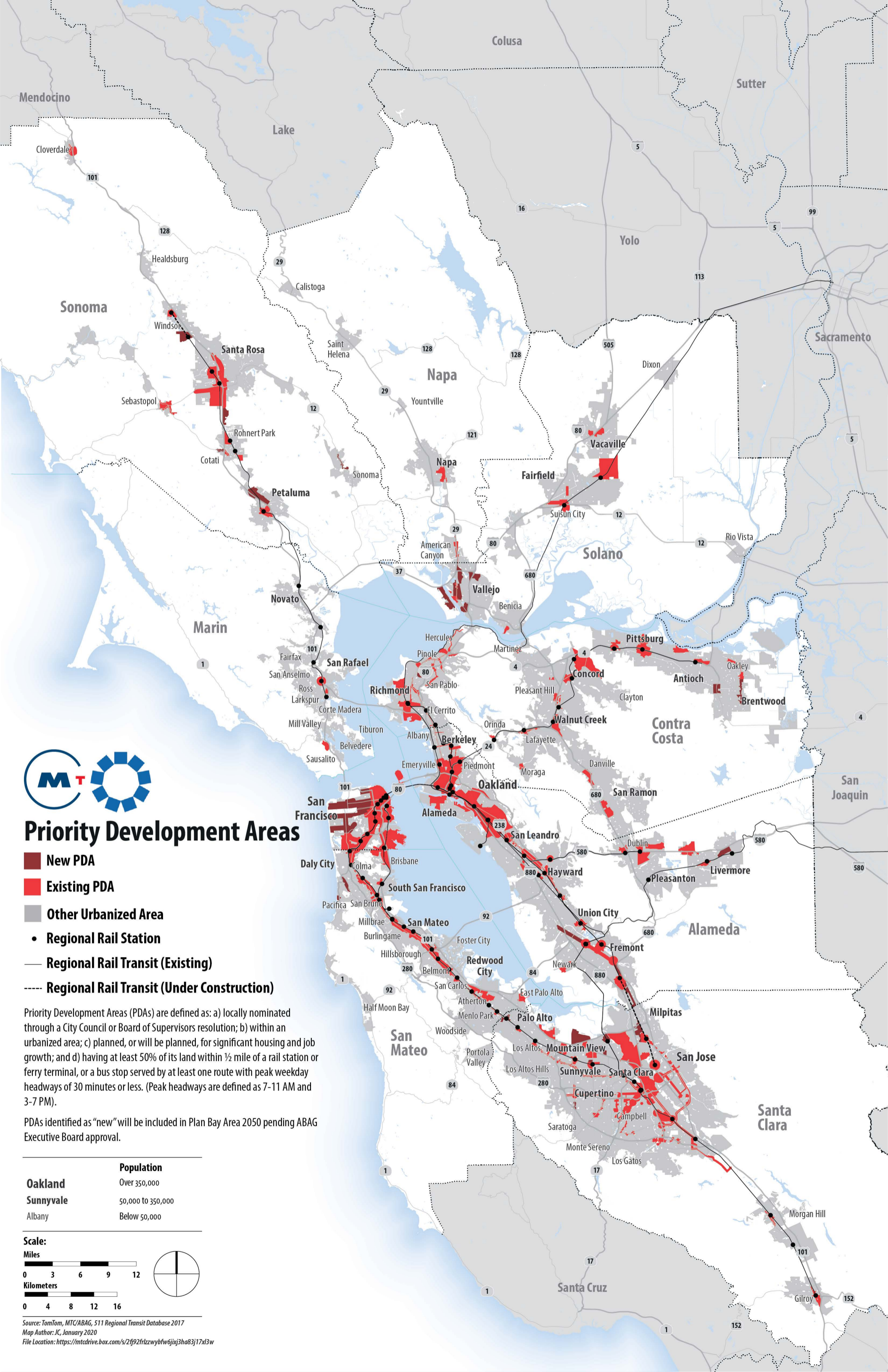
Priority Development Areas (PDAs) are defined as: a) locally nominated through a City Council or Board of Supervisors resolution; b) within an urbanized area; c) planned, or will be planned, for significant housing and job growth; and d) having at least 50% of its land within 1/2 mile of a rail station or ferry terminal, or a bus stop served by at least one route with peak weekday headways of 30 minutes or less. (Peak headways are defined as 7-11 AM and 3-7 PM).

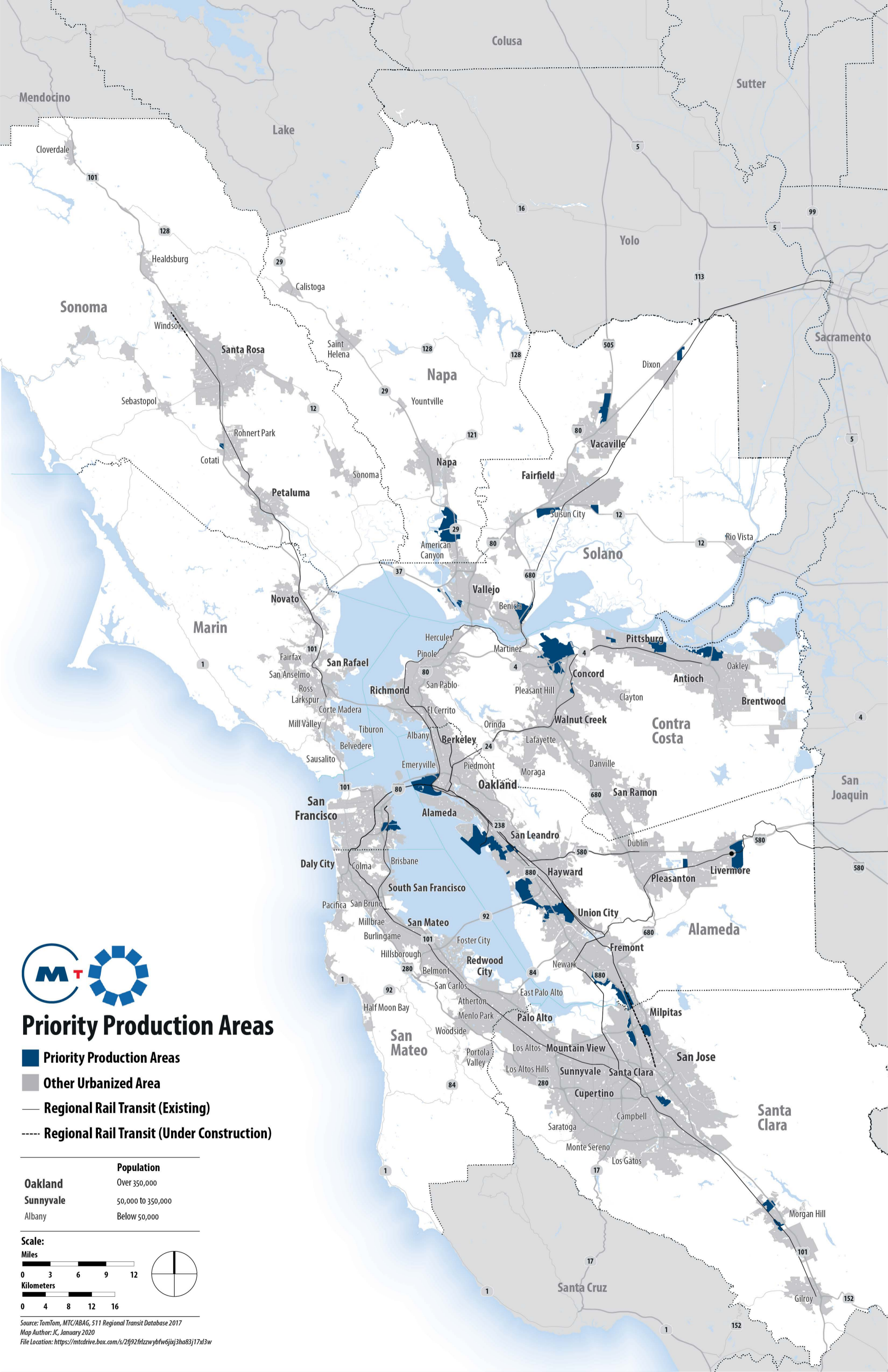
PDAs identified as "new" will be included in Plan Bay Area 2050 pending ABAG Executive Board approval.

	Population
Oakland	Over 350,000
Sunnyvale	50,000 to 350,000
Albany	Below 50,000



Source: TomTom, MTC/ABAG, 511 Regional Transit Database 2017
 Map Author: JC, January 2020
 File Location: <https://mtdrive.box.com/s/2f92frzzwybfw6jxj3ha83j17x13w>

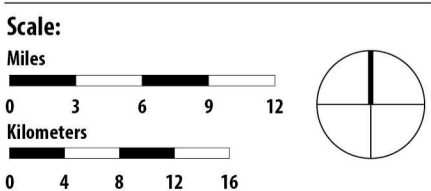




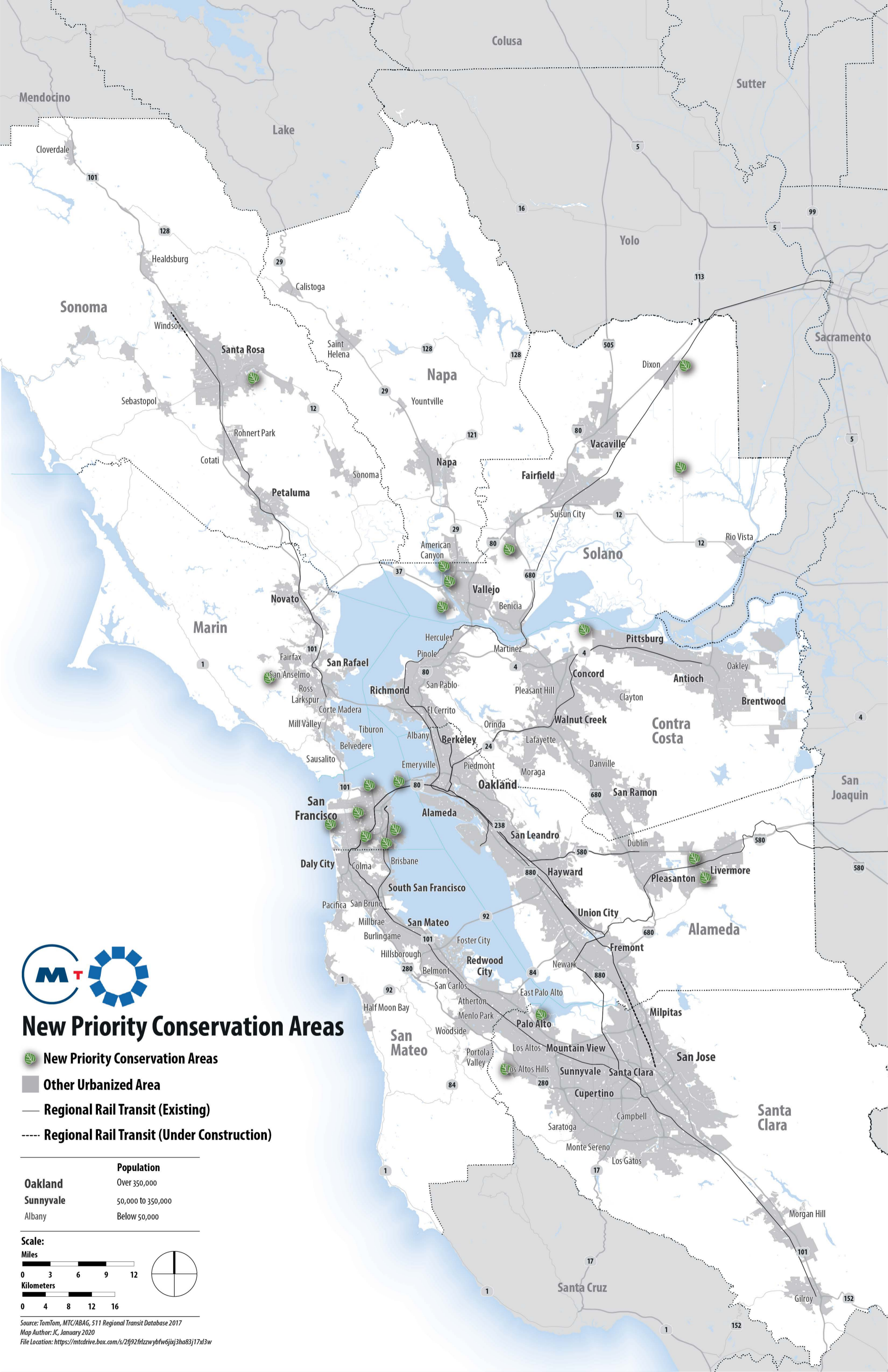
Priority Production Areas

- Priority Production Areas
- Other Urbanized Area
- Regional Rail Transit (Existing)
- Regional Rail Transit (Under Construction)



	Population
Oakland	Over 350,000
Sunnyvale	50,000 to 350,000
Albany	Below 50,000



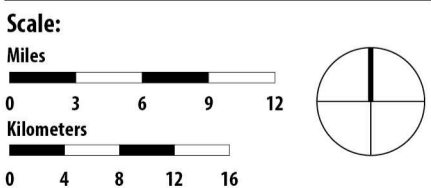
Source: TomTom, MTC/ABAG, 511 Regional Transit Database 2017
 Map Author: JC, January 2020
 File Location: <https://mtdrive.box.com/s/2f92frtzwbyfw6jix3ha83j17xl3w>



New Priority Conservation Areas

-  New Priority Conservation Areas
-  Other Urbanized Area
-  Regional Rail Transit (Existing)
-  Regional Rail Transit (Under Construction)

	Population
Oakland	Over 350,000
Sunnyvale	50,000 to 350,000
Albany	Below 50,000



Source: TomTom, MTC/ABAG, 511 Regional Transit Database 2017
 Map Author: JC, January 2020
 File Location: <https://mtdrive.box.com/s/2fj92frtzwbyfw6jix3ha83j17xl3w>

**ASSOCIATION OF BAY AREA GOVERNMENTS
EXECUTIVE BOARD**

ABSTRACT

Resolution No. 03-2020

This resolution establishes the geographic areas (Growth Geographies) included in the Plan Bay Area 2050 Draft Blueprint as priority areas for future housing and job growth.

Further discussion of this subject is contained in the Administrative Committee Summary Sheet dated February 14, 2020.

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 03-2020
ATTACHMENT A**

RESOLUTION NO. 03-2020

RE: APPROVAL OF THE PLAN BAY AREA 2050 DRAFT BLUEPRINT GROWTH
GEOGRAPHIES

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, the Association of Bay Area Governments (ABAG), a joint exercise of powers entity created pursuant to California Government Code Sections 6500 et seq., is the Council of Governments and the regional land use planning agency for the San Francisco Bay Area; and

WHEREAS, in 2007 ABAG established a framework (Regional Growth Framework) for future development that seeks to concentrate growth in locally-identified Priority Development Areas (PDAs) and protect locally-identified Priority Conservation Areas (PCAs) from development, and established the procedures for designation of PDAs and PCAs; and

WHEREAS, ABAG has adopted 188 PDAs and 165 PCAs nominated by local governments in previous years; and

WHEREAS, California Government Code § 65080 et seq. requires MTC to prepare and update a long-range Regional Transportation Plan (RTP), including a Sustainable Communities Strategy (SCS) prepared in conjunction with the ABAG, every four years; and

WHEREAS, Plan Bay Area ("Plan") constitutes the Regional Transportation Plan and SCS for the San Francisco Bay Area; and

WHEREAS, MTC and ABAG jointly adopted the first Plan Bay Area in 2013 (Plan Bay Area 2013) (MTC Resolution No. 4111 and ABAG Resolution No. 06-13), and the second Plan Bay Area in 2017 (Plan Bay Area 2040) (MTC Resolution No. 4300 and ABAG Resolution No. 10-17); and

WHEREAS, Plan Bay Area 2013 and Plan Bay Area 2040 were consistent with state-mandated targets for greenhouse gas reduction and housing, and included a growth pattern consistent with the Regional Growth Framework, projecting that more than 70 percent of new homes would be built in PDAs and development would not occur in PCAs; and

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 03-2020
ATTACHMENT A**

WHEREAS, potential revisions to the Regional Growth Framework that concerned PDAs, PCAs, and PPAs, were presented to ABAG Regional Planning Committee, MTC Policy Advisory Council, Regional Advisory Working Group, and ABAG Administrative Committee and MTC Planning Committee (collectively, ABAG and MTC Committees), local government staff, and other stakeholders in March and April 2019; and

WHEREAS, comments from ABAG and MTC Committees, local government staff, and stakeholders, and the findings from the 2015 PDA Assessment and 2019 Horizon Regional Growth Strategies Perspective Paper, provided the basis for specific revisions to the criteria for PDAs and PPAs; and

WHEREAS, Resolution 02-19, adopted on May 16, 2019, established an updated definition and criteria for PDAs and a definition and criteria for PPAs through a pilot program; and

WHEREAS, ABAG/MTC staff solicited applications from local jurisdictions for the areas that meet PDA and PPA eligibility criteria consistent with Resolution 02-19, and received 34 submissions for eligible PDAs and 35 PPAs, respectively, supported by adopted City Council or Board of Supervisor resolutions; and

WHEREAS, these eligible areas, included in Attachment A, were adopted by the ABAG Executive Board through ABAG Resolution 02-2020 on February 20, 2020; and

WHEREAS, these areas advanced regional climate, equity, and economic development objectives, but left the majority of areas eligible for PDA nomination undesignated, including areas with the greatest transit access and access to upward mobility; and

WHEREAS, including only locally-nominated PDAs as Growth Geographies in the Plan Bay Area 2050 Blueprint could make it challenging for the region to meet its state-mandated GHG reduction target and to support the Guiding Principles of Plan Bay Area 2050; and

WHEREAS, feedback from members of the public, MTC and ABAG committees, and from topic-area experts provided the basis for a set of proposed Growth Geographies – identified in Attachment A – that balance local priorities with shared regional responsibility and the need to achieve the region’s greenhouse gas target, as well as its housing, equity, environment, and other goals; now, therefore, be it

RESOLVED, that ABAG hereby certifies that the foregoing recitals are true and correct and incorporated by this reference; and be it further

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 03-2020
ATTACHMENT A**

RESOLVED, that ABAG, as a decision-making body, hereby adopts the criteria for Plan Bay Area 2050 Growth Geographies in Attachment A, and authorizes staff to include areas consistent with these criteria as priorities for future housing and job growth in the Plan Bay Area 2050 Blueprint.

The foregoing was adopted by the Executive Board this 20th day of February, 2020.

Jesse Arreguín, Chair
President

Certification of Executive Board Approval

I, the undersigned, the appointed and qualified Clerk of the Board of the Association of Bay Area Governments (Association), do hereby certify that the foregoing resolution was adopted by the Executive Board of the Association at a duly called meeting held on the 20th day of February, 2020.

Frederick Castro
Clerk of the Board

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 03-2020
ATTACHMENT A**

Plan Bay Area 2050 Blueprint Growth Geographies

The following areas shall be prioritized as Growth Geographies for new housing and jobs in the Plan Bay Area 2050 Draft Blueprint, with specific density and land use assumptions based upon Draft Blueprint Housing Strategies.

In all local jurisdictions:

- Priority Development Areas nominated by local jurisdictions and adopted by the ABAG Executive Board
- Priority Production Areas nominated by local jurisdictions and adopted by the ABAG Executive Board
- Transit-Rich Areas within ½ mile of a regional rail station with headways of 15 minutes or better during the AM (6 AM to 10 AM) and PM (3 PM to 7 PM) peak periods, including Bay Area Rapid Transit (BART) and CalTrain Baby Bullet station areas.
Note: *Priority Conservation Areas will be included in the Plan, but are not Growth Geographies.*

In local jurisdictions that have nominated less than 50 percent of the PDA eligible areas as PDAs:

- All remaining Transit-Rich Areas not explicitly identified above (including both High-Resource Areas and places outside High-Resource Areas)
- High-Resource Areas within ¼ mile of a bus stop with 16- to 30-minute peak period headways

Exclusions:

The following areas are excluded from PDA eligibility, and not used in calculating the share of a jurisdiction's PDA-eligible land locally nominated:

- Wildland urban interface areas
- Areas of unmitigated sea level rise (*i.e., areas at risk from sea level rise through year 2050 that lack mitigation strategies in Plan Bay Area 2050 Environment Element*)
- Areas outside locally-adopted urban growth boundaries
- Parkland and other open spaces within urbanized areas identified in the California Protected Areas Database

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 03-2020
ATTACHMENT A**

**Table 1: Proposed Plan Bay Area 2050 Geographies:
Priority Development Areas (PDAs)**

GUIDE	<div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="width: 45%;"> <div style="display: flex; align-items: center; margin-bottom: 5px;"> <div style="width: 20px; height: 20px; background-color: #fce4d6; border: 1px solid black; margin-right: 5px;"></div> <div>Existing PDA, boundaries not modified</div> </div> <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 20px; background-color: #ffcdd2; border: 1px solid black; margin-right: 5px; text-align: center; line-height: 20px;">*</div> <div>Existing PDA, boundaries modified</div> </div> </div> </div>	<div style="display: flex; align-items: center; margin-bottom: 5px;"> <div style="width: 20px; height: 20px; background-color: #fff9c4; border: 1px solid black; margin-right: 5px; text-align: center; line-height: 20px;">*</div> <div>New PDA (Pending Executive Board Adoption)</div> </div>
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County	Jurisdiction	Priority Development Area
Alameda	Alameda	Naval Air Station
Alameda	Alameda	Northern Waterfront
Alameda	Albany	San Pablo & Solano Mixed Use Neighborhood
Alameda	Berkeley	Adeline Street
Alameda	Berkeley	Downtown
Alameda	Berkeley	North Berkeley BART**
Alameda	Berkeley	San Pablo Avenue
Alameda	Berkeley	South Shattuck
Alameda	Berkeley	Southside/Telegraph Avenue
Alameda	Berkeley	University Avenue
Alameda	Dublin	Downtown Specific Plan Area
Alameda	Dublin	Town Center
Alameda	Dublin	Transit Center/Dublin Crossings
Alameda	Emeryville	Mixed-Use Core
Alameda	Fremont	Centerville Transit PDA*
Alameda	Fremont	Downtown/City Center Transit PDA*
Alameda	Fremont	Irvington Transit PDA*
Alameda	Fremont	North Fremont Blvd Connected Community PDA**
Alameda	Fremont	Osgood Rd Connected Community PDA**
Alameda	Fremont	Warm Springs Connected Community PDA**
Alameda	Fremont	Warm Springs Innovation District Transit PDA*
Alameda	Hayward	Downtown
Alameda	Hayward	Mission Boulevard Corridor
Alameda	Hayward	South Hayward BART
Alameda	Hayward	The Cannery
Alameda	Livermore	Downtown
Alameda	Livermore	Isabel Avenue/BART Station Planning Area
Alameda	Livermore	McGrath Southfront PDA**
Alameda	Newark	Dumbarton Transit Oriented Development
Alameda	Newark	Old Town Mixed Use Area
Alameda	Oakland	Coliseum Bay Area Rapid Transit Station Area*
Alameda	Oakland	Downtown & Jack London Square*
Alameda	Oakland	Eastmont Town Center / International Blvd TOD*
Alameda	Oakland	Fruitvale and Dimond Areas*

**ASSOCIATION OF BAY AREA GOVERNMENTS
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County	Jurisdiction	Priority Development Area
Alameda	Oakland	MacArthur Blvd Corridor*
Alameda	Oakland	MacArthur Transit Village*
Alameda	Oakland	North Oakland / Golden Gate*
Alameda	Oakland	San Antonio*
Alameda	Oakland	West Oakland*
Alameda	Pleasanton	Hacienda
Alameda	San Leandro	BayFair TOD*
Alameda	San Leandro	Downtown Transit Oriented Development
Alameda	San Leandro	East 14th Street
Alameda	Unincorporated Alameda	Castro Valley BART
Alameda	Unincorporated Alameda	East 14th Street and Mission Boulevard
Alameda	Unincorporated Alameda	Hesperian Boulevard
Alameda	Unincorporated Alameda	Meekland Avenue Corridor
Alameda	Union City	Greater Station District Area*
Contra Costa	Antioch	Hillcrest eBART Station
Contra Costa	Antioch	Rivertown Waterfront
Contra Costa	Brentwood	Brentwood Blvd**
Contra Costa	Brentwood	Brentwood Transit Village**
Contra Costa	Brentwood	Downtown Brentwood**
Contra Costa	Concord	Concord Naval Weapons Station
Contra Costa	Concord	Downtown
Contra Costa	Danville	Downtown
Contra Costa	El Cerrito	San Pablo Avenue Corridor
Contra Costa	Hercules	Central Hercules
Contra Costa	Hercules	Waterfront District
Contra Costa	Hercules	San Pablo Avenue Corridor
Contra Costa	Lafayette	Downtown
Contra Costa	Martinez	Downtown
Contra Costa	Moraga	Moraga Center
Contra Costa	Oakley	Downtown
Contra Costa	Oakley	Potential Planning Area
Contra Costa	Orinda	Downtown
Contra Costa	Pinole	Appian Way Corridor
Contra Costa	Pinole	Old Town San Pablo Avenue
Contra Costa	Pittsburg	Downtown
Contra Costa	Pittsburg	Railroad Avenue eBART Station
Contra Costa	Pleasant Hill	Buskirk Avenue Corridor

**ASSOCIATION OF BAY AREA GOVERNMENTS
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County	Jurisdiction	Priority Development Area
Contra Costa	Pleasant Hill	Diablo Valley College
Contra Costa	Richmond	North Richmond*
Contra Costa	Richmond	Central Richmond & 23rd Street Corridor*
Contra Costa	Richmond	Hilltop**
Contra Costa	Richmond	San Pablo Ave Corridor*
Contra Costa	Richmond	South Richmond*
Contra Costa	San Pablo	Rumrill Boulevard
Contra Costa	San Pablo	San Pablo Avenue & 23rd Street Corridors
Contra Costa	San Ramon	City Center
Contra Costa	San Ramon	North Camino Ramon
Contra Costa	Unincorporated Contra Costa	Contra Costa Centre
Contra Costa	Unincorporated Contra Costa	Downtown El Sobrante PDA*
Contra Costa	Unincorporated Contra Costa	Pittsburg Bay Point Connected Community PDA*
Contra Costa	Unincorporated Contra Costa	Pittsburg Bay Point Transit Rich PDA*
Contra Costa	Unincorporated Contra Costa	Pittsburg/Bay Point BART Station
Contra Costa	Unincorporated Contra Costa	San Pablo Avenue
Contra Costa	Walnut Creek	Core Area
Marin	San Rafael	Downtown
Marin	Unincorporated Marin	Urbanized Corridor*
Napa	American Canyon	Highway 29 Corridor
Napa	Napa	Downtown Napa and Soscol Gateway Corridor
San Francisco	San Francisco	19th Avenue*
San Francisco	San Francisco	Balboa Park and Southwest Corridors*
San Francisco	San Francisco	Bayview/Southeast Neighborhoods*
San Francisco	San Francisco	Central City Neighborhoods*
San Francisco	San Francisco	Downtown/Van Ness/Northeast Neighborhoods*
San Francisco	San Francisco	Eastern Neighborhoods*
San Francisco	San Francisco	J Church and Mission Corridor*
San Francisco	San Francisco	Lombard Street**
San Francisco	San Francisco	Market Octavia*
San Francisco	San Francisco	Mission Bay*
San Francisco	San Francisco	Richmond District**
San Francisco	San Francisco	Sunset Corridors**
San Francisco	San Francisco	Transbay/Rincon Hill*

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County	Jurisdiction	Priority Development Area
San Francisco	San Francisco	Treasure Island & Yerba Buena Island
San Francisco	San Francisco	West Portal/Forest Hill Station Area**
San Mateo	Belmont	Villages of Belmont
San Mateo	Brisbane	Brisbane*
San Mateo	Burlingame	Burlingame El Camino Real
San Mateo	Burlingame	Downtown*
San Mateo	Colma	El Camino Real*
San Mateo	Daly City	Bayshore
San Mateo	Daly City	Mission Boulevard
San Mateo	East Palo Alto	Ravenswood
Santa Clara	Menlo Park	El Camino Real Corridor and Downtown
San Mateo	Millbrae	Transit Station Area
San Mateo	Pacifica	Sharp Park Specific Plan**
San Mateo	Pacifica	Skyline Corridor**
San Mateo	Redwood City	Broadway/Veterans Boulevard Corridor
San Mateo	Redwood City	Downtown
San Mateo	Redwood City	El Camino Real Corridor
San Mateo	San Bruno	Transit Corridors
San Mateo	San Carlos	Railroad Corridor*
San Mateo	San Mateo	Downtown
San Mateo	San Mateo	El Camino Real
San Mateo	San Mateo	Grand Boulevard Initiative
San Mateo	San Mateo	Rail Corridor
San Mateo	South San Francisco	Downtown
San Mateo	South San Francisco	El Camino Real
San Mateo	Unincorporated San Mateo	El Camino Real (North Fair Oaks)
San Mateo	Unincorporated San Mateo	El Camino Real (Unincorporated Colma)
Santa Clara	Campbell	Central Redevelopment Area
Santa Clara	Cupertino	Cores & Corridors
Santa Clara	Gilroy	Downtown Gilroy*
Santa Clara	Milpitas	Midtown**
Santa Clara	Milpitas	Transit Area Specific Plan*
Santa Clara	Morgan Hill	Downtown Morgan Hill*
Santa Clara	Mountain View	Downtown*
Santa Clara	Mountain View	El Camino Real
Santa Clara	Mountain View	North Bayshore
Santa Clara	Mountain View	San Antonio

**ASSOCIATION OF BAY AREA GOVERNMENTS
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County	Jurisdiction	Priority Development Area
Santa Clara	Mountain View	Whisman*
Santa Clara	Palo Alto	California Avenue
Santa Clara	Palo Alto	Downtown Palo Alto**
Santa Clara	San Jose	Bascom TOD Corridor
Santa Clara	San Jose	Bascom Urban Village
Santa Clara	San Jose	Berryessa Station
Santa Clara	San Jose	Blossom Hill/Snell Urban Village
Santa Clara	San Jose	Camden Urban Village
Santa Clara	San Jose	Capitol Corridor Urban Villages
Santa Clara	San Jose	Capitol/Tully/King Urban Villages
Santa Clara	San Jose	Communications Hill
Santa Clara	San Jose	Cottle Transit Village (Hitachi)
Santa Clara	San Jose	Downtown "Frame"
Santa Clara	San Jose	East Santa Clara/Alum Rock Corridor
Santa Clara	San Jose	Greater Downtown
Santa Clara	San Jose	North San Jose
Santa Clara	San Jose	Oakridge/Almaden Plaza Urban Village
Santa Clara	San Jose	Cores & Corridors
Santa Clara	San Jose	Saratoga TOD Corridor
Santa Clara	San Jose	South DeAnza**
Santa Clara	San Jose	Stevens Creek TOD Corridor
Santa Clara	San Jose	West San Carlos and Southwest Expressway Corridors
Santa Clara	San Jose	Westgate/El Paseo Urban Village
Santa Clara	San Jose	Winchester Boulevard TOD Corridor
Santa Clara	Santa Clara	City Place**
Santa Clara	Santa Clara	El Camino Real Focus Area
Santa Clara	Santa Clara	Freedom Circle**
Santa Clara	Santa Clara	Lawrence Station Phase II**
Santa Clara	Santa Clara	Patrick Henry Drive**
Santa Clara	Santa Clara	Santa Clara Station Focus Area
Santa Clara	Santa Clara	Tasman East**
Santa Clara	Sunnyvale	Downtown & Caltrain Station
Santa Clara	Sunnyvale	East Sunnyvale
Santa Clara	Sunnyvale	El Camino Real Corridor
Santa Clara	Sunnyvale	Lawrence Station Transit Village
Santa Clara	Sunnyvale	Moffett Park Specific Plan**
Santa Clara	Sunnyvale	Tasman Crossing
Solano	Benicia	Downtown
Solano	Fairfield	Fairfield-Vacaville Train Station*
Solano	Fairfield	Heart of Fairfield*
Solano	Fairfield	North Texas Street Core

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County	Jurisdiction	Priority Development Area
Solano	Suisun City	Downtown & Waterfront
Solano	Vacaville	Allison Area*
Solano	Vacaville	Allison Policy Plan Area- Proposed PDA Expansion*
Solano	Vacaville	Downtown
Solano	Vallejo	Solano 360/ I-80/ I-37 Gateway**
Solano	Vallejo	Central Corridor East**
Solano	Vallejo	Central Corridor West**
Solano	Vallejo	Carquinez Heights**
Solano	Vallejo	Mare Island PDA**
Solano	Vallejo	Sonoma Boulevard
Solano	Vallejo	Waterfront & Downtown
Sonoma	Cloverdale	Downtown/SMART Transit Area
Sonoma	Cotati	Downtown and Cotati Depot
Sonoma	Cotati	Gravenstein Corridor**
Sonoma	Petaluma	Corona**
Sonoma	Petaluma	Lakeville*
Sonoma	Rohnert Park	Central Rohnert Park
Sonoma	Rohnert Park	Sonoma Mountain Village
Sonoma	Santa Rosa	Downtown Station Area*
Sonoma	Santa Rosa	Mendocino Avenue/Santa Rosa Avenue Corridor
Sonoma	Santa Rosa	North Santa Rosa Station
Sonoma	Santa Rosa	Roseland
Sonoma	Santa Rosa	Sebastopol Road Corridor
Sonoma	Sebastopol	Core Area
Sonoma	Unincorporated Sonoma	Sonoma Airport**
Sonoma	Unincorporated Sonoma	Santa Rosa Avenue Priority Development Area**
Sonoma	Unincorporated Sonoma	Sonoma County: Sonoma Valley, The Springs**
Sonoma	Windsor	Station Area/Downtown Specific Plan Area

Notes: 1) PBA 2040 PDAs no longer designated include: Dixon Downtown, Gilroy VTA Cores, Corridors, and Station Areas and Los Altos VTA Cores, Corridors, and Station Areas; 2) In some cases, modified PDAs include renamed or combined PDAs included in PBA 2040

**ASSOCIATION OF BAY AREA GOVERNMENTS
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**Table 2: Proposed Plan Bay Area 2050 Geographies:
Priority Production Areas (PPAs)**

County	Jurisdiction	PPA Name
Alameda	Fremont	Bayside Industrial Priority Production Area
Alameda	Fremont	Pacific Commons Priority Production Area
Alameda	Hayward	Hayward PPA
Alameda	Livermore	Eastside PPA
Alameda	Livermore	Westside PPA
Alameda	Oakland	Port PPA*
Alameda	Oakland	Airport PPA*
Alameda	San Leandro	San Leandro PPA
Alameda	Union City	Union City PPA
Contra Costa	Antioch	Northern Waterfront Industrial Corridor
Contra Costa	Concord	Northern Concord PPA
Contra Costa	Concord	Western Concord PPA
Contra Costa	Oakley	Employment Area
Contra Costa	Pittsburg	Northern Waterfront
Contra Costa	Unincorporated Contra Costa	Pacheco Manufacturing Zone
Contra Costa	Unincorporated Contra Costa	Baypoint Industrial Sector
Napa	American Canyon	American Canyon PPA
San Francisco	San Francisco	Bayshore/Central Waterfront/Islais Creek
San Mateo	Pacifica	Northern Palmetto PPA

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 03-2020
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County	Jurisdiction	PPA Name
Santa Clara	Milpitas	Central Manufacturing Area
Santa Clara	Milpitas	McCarthy Ranch Industrial Area
Santa Clara	Milpitas	Southwestern Employment Area
Santa Clara	Morgan Hill	Morgan Hill PPA
Santa Clara	San Jose	Monterey Business Corridor
Solano	Benicia	Benicia Industrial PPA
Solano	Dixon	Northeast Quadrant
Solano	Fairfield	Train Station Employment Center
Solano	Fairfield	Fairfield PPA
Solano	Rio Vista	Rio Vista PPA
Solano	Suisun City	Suisun City Gentry (westside)
Solano	Suisun City	Suisun City East Side PPA
Solano	Vacaville	Vacaville Industrial Priority Production Area
Solano	Vallejo	Vallejo PPA Mare Island
Solano	Vallejo	Vallejo PPA South Vallejo
Sonoma	Cotati	Cotati PPA

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 03-2020
ATTACHMENT A**

MAPS OF PROPOSED GROWTH GEOGRAPHIES



Proposed Draft Blueprint Growth Geographies

Priority Development Area

Priority Production Area

Potential Additional Growth Geographies

Transit-Rich Area (Outside High Resource Area)

Transit-Rich Area (Within High Resource Area)

High Resource Area with Basic Bus Service*

• **Regional Rail Station**

— **Regional Rail Transit (Existing)**

--- **Regional Rail Transit (Under Construction)**

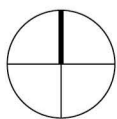
*Peak headways of 16 to 30 minutes.

Priority Production Areas (PPAs) not shown

Areas shown are conceptual and for discussion purposes. Specific levels of development studied in the Draft Blueprint would vary throughout the region and will be determined through further discussion.

The following areas are excluded from the map: Wildland urban interface areas; Areas of unmitigated sea level rise (i.e., areas at risk from sea level rise through year 2050 that lack mitigation strategies in Plan Bay Area 2050 Environment Element); Areas outside locally-adopted urban growth boundaries; and Parkland and other open spaces within urbanized areas identified in the California Protected Areas Database. To complement adopted PDAs, High-Resource and Transit -Rich Areas are shown in jurisdictions that have nominated a total land area for PDAs that is less than 50% of the area within its boundaries eligible for PDA designation. Specific land uses analyzed in these locations in the Blueprint are expected to vary based upon local and regional context.

Scale:



Source: TomTom, MTC/ABAG, 511 Regional Transit Database 2017

Map Author: JC, January 2020

File Location: <https://mtdrive.box.com/s/2fj92fHzwYbFw6jij3ha83j17x3w>

Date: February 26, 2020
W.I.: 1121
Referred by: Planning

ABSTRACT

Resolution No. 4410

This resolution establishes the geographic areas (Growth Geographies) included in the Plan Bay Area 2050 Draft Blueprint as priority areas for future housing and job growth.

Further discussion of this subject is contained in the Planning Committee Summary Sheet dated February 14, 2020.

Date: February 26, 2020
W.I.: 1121
Referred by: Planning

Re: Approval of the Plan Bay Area 2050 Draft Blueprint Growth Geographies

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4410

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, the Association of Bay Area Governments (ABAG), a joint exercise of powers entity created pursuant to California Government Code Sections 6500 et seq., is the Council of Governments and the regional land use planning agency for the San Francisco Bay Area; and

WHEREAS, in 2007 ABAG established a framework (Regional Growth Framework) for future development that seeks to concentrate growth in locally-identified Priority Development Areas (PDAs) and protect locally-identified Priority Conservation Areas (PCAs) from development, and established the procedures for designation of PDAs and PCAs; and

WHEREAS, ABAG has adopted 188 PDAs and 165 PCAs nominated by local governments in previous years; and

WHEREAS, California Government Code § 65080 et seq. requires MTC to prepare and update a long-range Regional Transportation Plan (RTP), including a Sustainable Communities Strategy (SCS) prepared in conjunction with the ABAG, every four years; and

WHEREAS, Plan Bay Area (“Plan”) constitutes the Regional Transportation Plan and SCS for the San Francisco Bay Area; and

WHEREAS, MTC and ABAG jointly adopted the first Plan Bay Area in 2013 (Plan Bay Area 2013) (MTC Resolution No. 4111 and ABAG Resolution No. 06-13), and the second Plan Bay Area in 2017 (Plan Bay Area 2040) (MTC Resolution No. 4300 and ABAG Resolution No. 10-17); and

WHEREAS, Plan Bay Area 2013 and Plan Bay Area 2040 were consistent with state-mandated targets for greenhouse gas reduction and housing, and included a growth pattern consistent with the Regional Growth Framework, projecting that more than 70 percent of new homes would be built in PDAs and development would not occur in PCAs; and

WHEREAS, potential revisions to the Regional Growth Framework that concerned PDAs, PCAs, and PPAs, were presented to ABAG Regional Planning Committee, MTC Policy Advisory Council, Regional Advisory Working Group, and ABAG Administrative Committee and MTC Planning Committee (collectively, ABAG and MTC Committees), local government staff, and other stakeholders in March and April 2019; and

WHEREAS, comments from ABAG and MTC Committees, local government staff, and stakeholders, and the findings from the 2015 PDA Assessment and 2019 Horizon Regional Growth Strategies Perspective Paper, provided the basis for specific revisions to the criteria for PDAs and PPAs; and

WHEREAS, Resolution 4386, adopted on May 22, 2019, established an updated definition and criteria for PDAs and a definition and criteria for PPAs through a pilot program; and

WHEREAS, ABAG/MTC staff solicited applications from local jurisdictions for the areas that meet PDA and PPA eligibility criteria consistent with MTC Resolution 4386, and received 34 submissions for eligible PDAs and 35 PPAs, respectively, supported by adopted City Council or Board of Supervisor resolutions; and

WHEREAS, these eligible areas, included in Attachment A, were adopted by the ABAG Executive Board through ABAG Resolution 02-2020 on February 20, 2020; and

WHEREAS, these areas advanced regional climate, equity, and economic development objectives, but left the majority of areas eligible for PDA nomination undesignated, including areas with the greatest transit access and access to upward mobility; and

WHEREAS, including only locally-nominated PDAs as Growth Geographies in the Plan Bay Area 2050 Blueprint could make it challenging for the region to meet its state-mandated GHG reduction target and to support the Guiding Principles of Plan Bay Area 2050; and

WHEREAS, feedback from members of the public, MTC and ABAG committees, and from topic-area experts provided the basis for a set of proposed Growth Geographies – identified in Attachment A – that balance local priorities with shared regional responsibility and the need to achieve the region’s greenhouse gas target, as well as its housing, equity, environment, and other goals; now, therefore, be it

RESOLVED, that MTC hereby certifies that the foregoing recitals are true and correct and incorporated by this reference; and be it further

RESOLVED, that MTC, as a decision-making body, hereby adopts the criteria for Plan Bay Area 2050 Growth Geographies in Attachment A, and authorizes staff to include areas consistent with these criteria as priorities for future housing and job growth in the Plan Bay Area 2050 Blueprint.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California on February 26, 2020.

Date: February 26, 2020
W.I.: 1121
Referred by: Planning Committee

Attachment A
Resolution No. 4410
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Plan Bay Area 2050 Blueprint Growth Geographies

The following areas shall be prioritized as Growth Geographies for new housing and jobs in the Plan Bay Area 2050 Draft Blueprint, with specific density and land use assumptions based upon Draft Blueprint Housing Strategies.

In all local jurisdictions:

- Priority Development Areas nominated by local jurisdictions and adopted by the ABAG Executive Board
- Priority Production Areas nominated by local jurisdictions and adopted by the ABAG Executive Board
- Transit-Rich Areas within ½ mile of a regional rail station with headways of 15 minutes or better during the AM (6 AM to 10 AM) and PM (3 PM to 7 PM) peak periods, including Bay Area Rapid Transit (BART) and CalTrain Baby Bullet station areas.
Note: Priority Conservation Areas will be included in the Plan, but are not Growth Geographies.

In local jurisdictions that have nominated less than 50 percent of the PDA eligible areas as PDAs:




- All remaining Transit-Rich Areas not explicitly identified above (including both High-Resource Areas and places outside High-Resource Areas)
- High-Resource Areas within ¼ mile of a bus stop with 16- to 30-minute peak period headways

Exclusions:

The following areas are excluded from PDA eligibility, and not used in calculating the share of a jurisdiction's PDA-eligible land locally nominated:

- Wildland urban interface areas
- Areas of unmitigated sea level rise (*i.e., areas at risk from sea level rise through year 2050 that lack mitigation strategies in Plan Bay Area 2050 Environment Element*)
- Areas outside locally-adopted urban growth boundaries
- Parkland and other open spaces within urbanized areas identified in the California Protected Areas Database

**Table 1: Proposed Plan Bay Area 2050 Geographies:
 Priority Development Areas (PDAs)**

GUIDE	 Existing PDA, boundaries not modified	 * New PDA (Pending Executive Board Adoption)
	 * Existing PDA, boundaries modified	

County	Jurisdiction	Priority Development Area
Alameda	Alameda	Naval Air Station
Alameda	Alameda	Northern Waterfront
Alameda	Albany	San Pablo & Solano Mixed Use Neighborhood
Alameda	Berkeley	Adeline Street
Alameda	Berkeley	Downtown
Alameda	Berkeley	North Berkeley BART**
Alameda	Berkeley	San Pablo Avenue
Alameda	Berkeley	South Shattuck
Alameda	Berkeley	Southside/Telegraph Avenue
Alameda	Berkeley	University Avenue
Alameda	Dublin	Downtown Specific Plan Area
Alameda	Dublin	Town Center
Alameda	Dublin	Transit Center/Dublin Crossings
Alameda	Emeryville	Mixed-Use Core
Alameda	Fremont	Centerville Transit PDA*
Alameda	Fremont	Downtown/City Center Transit PDA*
Alameda	Fremont	Irvington Transit PDA*
Alameda	Fremont	North Fremont Blvd Connected Community PDA**
Alameda	Fremont	Osgood Rd Connected Community PDA**
Alameda	Fremont	Warm Springs Connected Community PDA**
Alameda	Fremont	Warm Springs Innovation District Transit PDA*
Alameda	Hayward	Downtown
Alameda	Hayward	Mission Boulevard Corridor
Alameda	Hayward	South Hayward BART
Alameda	Hayward	The Cannery
Alameda	Livermore	Downtown
Alameda	Livermore	Isabel Avenue/BART Station Planning Area
Alameda	Livermore	McGrath Southfront PDA**
Alameda	Newark	Dumbarton Transit Oriented Development
Alameda	Newark	Old Town Mixed Use Area
Alameda	Oakland	Coliseum Bay Area Rapid Transit Station Area*
Alameda	Oakland	Downtown & Jack London Square*
Alameda	Oakland	Eastmont Town Center / International Blvd TOD*
Alameda	Oakland	Fruitvale and Dimond Areas*

County	Jurisdiction	Priority Development Area
Alameda	Oakland	MacArthur Blvd Corridor*
Alameda	Oakland	MacArthur Transit Village*
Alameda	Oakland	North Oakland / Golden Gate*
Alameda	Oakland	San Antonio*
Alameda	Oakland	West Oakland*
Alameda	Pleasanton	Hacienda
Alameda	San Leandro	BayFair TOD*
Alameda	San Leandro	Downtown Transit Oriented Development
Alameda	San Leandro	East 14th Street
Alameda	Unincorporated Alameda	Castro Valley BART
Alameda	Unincorporated Alameda	East 14th Street and Mission Boulevard
Alameda	Unincorporated Alameda	Hesperian Boulevard
Alameda	Unincorporated Alameda	Meekland Avenue Corridor
Alameda	Union City	Greater Station District Area*
Contra Costa	Antioch	Hillcrest eBART Station
Contra Costa	Antioch	Rivertown Waterfront
Contra Costa	Brentwood	Brentwood Blvd**
Contra Costa	Brentwood	Brentwood Transit Village**
Contra Costa	Brentwood	Downtown Brentwood**
Contra Costa	Concord	Concord Naval Weapons Station
Contra Costa	Concord	Downtown
Contra Costa	Danville	Downtown
Contra Costa	El Cerrito	San Pablo Avenue Corridor
Contra Costa	Hercules	Central Hercules
Contra Costa	Hercules	Waterfront District
Contra Costa	Hercules	San Pablo Avenue Corridor
Contra Costa	Lafayette	Downtown
Contra Costa	Martinez	Downtown
Contra Costa	Moraga	Moraga Center
Contra Costa	Oakley	Downtown
Contra Costa	Oakley	Potential Planning Area
Contra Costa	Orinda	Downtown
Contra Costa	Pinole	Appian Way Corridor
Contra Costa	Pinole	Old Town San Pablo Avenue
Contra Costa	Pittsburg	Downtown
Contra Costa	Pittsburg	Railroad Avenue eBART Station
Contra Costa	Pleasant Hill	Buskirk Avenue Corridor

County	Jurisdiction	Priority Development Area
Contra Costa	Pleasant Hill	Diablo Valley College
Contra Costa	Richmond	North Richmond*
Contra Costa	Richmond	Central Richmond & 23rd Street Corridor*
Contra Costa	Richmond	Hilltop**
Contra Costa	Richmond	San Pablo Ave Corridor*
Contra Costa	Richmond	South Richmond*
Contra Costa	San Pablo	Rumrill Boulevard
Contra Costa	San Pablo	San Pablo Avenue & 23rd Street Corridors
Contra Costa	San Ramon	City Center
Contra Costa	San Ramon	North Camino Ramon
Contra Costa	Unincorporated Contra Costa	Contra Costa Centre
Contra Costa	Unincorporated Contra Costa	Downtown El Sobrante PDA*
Contra Costa	Unincorporated Contra Costa	Pittsburg Bay Point Connected Community PDA*
Contra Costa	Unincorporated Contra Costa	Pittsburg Bay Point Transit Rich PDA*
Contra Costa	Unincorporated Contra Costa	Pittsburg/Bay Point BART Station
Contra Costa	Unincorporated Contra Costa	San Pablo Avenue
Contra Costa	Walnut Creek	Core Area
Marin	San Rafael	Downtown
Marin	Unincorporated Marin	Urbanized Corridor*
Napa	American Canyon	Highway 29 Corridor
Napa	Napa	Downtown Napa and Soscol Gateway Corridor
San Francisco	San Francisco	19th Avenue*
San Francisco	San Francisco	Balboa Park and Southwest Corridors*
San Francisco	San Francisco	Bayview/Southeast Neighborhoods*
San Francisco	San Francisco	Central City Neighborhoods*
San Francisco	San Francisco	Downtown/Van Ness/Northeast Neighborhoods*
San Francisco	San Francisco	Eastern Neighborhoods*
San Francisco	San Francisco	J Church and Mission Corridor*
San Francisco	San Francisco	Lombard Street**
San Francisco	San Francisco	Market Octavia*
San Francisco	San Francisco	Mission Bay*
San Francisco	San Francisco	Richmond District**
San Francisco	San Francisco	Sunset Corridors**
San Francisco	San Francisco	Transbay/Rincon Hill*

County	Jurisdiction	Priority Development Area
San Francisco	San Francisco	Treasure Island & Yerba Buena Island
San Francisco	San Francisco	West Portal/Forest Hill Station Area**
San Mateo	Belmont	Villages of Belmont
San Mateo	Brisbane	Brisbane*
San Mateo	Burlingame	Burlingame El Camino Real
San Mateo	Burlingame	Downtown*
San Mateo	Colma	El Camino Real*
San Mateo	Daly City	Bayshore
San Mateo	Daly City	Mission Boulevard
San Mateo	East Palo Alto	Ravenswood
Santa Clara	Menlo Park	El Camino Real Corridor and Downtown
San Mateo	Millbrae	Transit Station Area
San Mateo	Pacifica	Sharp Park Specific Plan**
San Mateo	Pacifica	Skyline Corridor**
San Mateo	Redwood City	Broadway/Veterans Boulevard Corridor
San Mateo	Redwood City	Downtown
San Mateo	Redwood City	El Camino Real Corridor
San Mateo	San Bruno	Transit Corridors
San Mateo	San Carlos	Railroad Corridor*
San Mateo	San Mateo	Downtown
San Mateo	San Mateo	El Camino Real
San Mateo	San Mateo	Grand Boulevard Initiative
San Mateo	San Mateo	Rail Corridor
San Mateo	South San Francisco	Downtown
San Mateo	South San Francisco	El Camino Real
San Mateo	Unincorporated San Mateo	El Camino Real (North Fair Oaks)
San Mateo	Unincorporated San Mateo	El Camino Real (Unincorporated Colma)
Santa Clara	Campbell	Central Redevelopment Area
Santa Clara	Cupertino	Cores & Corridors
Santa Clara	Gilroy	Downtown Gilroy*
Santa Clara	Milpitas	Midtown**
Santa Clara	Milpitas	Transit Area Specific Plan*
Santa Clara	Morgan Hill	Downtown Morgan Hill*
Santa Clara	Mountain View	Downtown*
Santa Clara	Mountain View	El Camino Real
Santa Clara	Mountain View	North Bayshore
Santa Clara	Mountain View	San Antonio

County	Jurisdiction	Priority Development Area
Santa Clara	Mountain View	Whisman*
Santa Clara	Palo Alto	California Avenue
Santa Clara	Palo Alto	Downtown Palo Alto**
Santa Clara	San Jose	Bascom TOD Corridor
Santa Clara	San Jose	Bascom Urban Village
Santa Clara	San Jose	Berryessa Station
Santa Clara	San Jose	Blossom Hill/Snell Urban Village
Santa Clara	San Jose	Camden Urban Village
Santa Clara	San Jose	Capitol Corridor Urban Villages
Santa Clara	San Jose	Capitol/Tully/King Urban Villages
Santa Clara	San Jose	Communications Hill
Santa Clara	San Jose	Cottle Transit Village (Hitachi)
Santa Clara	San Jose	Downtown "Frame"
Santa Clara	San Jose	East Santa Clara/Alum Rock Corridor
Santa Clara	San Jose	Greater Downtown
Santa Clara	San Jose	North San Jose
Santa Clara	San Jose	Oakridge/Almaden Plaza Urban Village
Santa Clara	San Jose	Cores & Corridors
Santa Clara	San Jose	Saratoga TOD Corridor
Santa Clara	San Jose	South DeAnza**
Santa Clara	San Jose	Stevens Creek TOD Corridor
Santa Clara	San Jose	West San Carlos and Southwest Expressway Corridors
Santa Clara	San Jose	Westgate/El Paseo Urban Village
Santa Clara	San Jose	Winchester Boulevard TOD Corridor
Santa Clara	Santa Clara	City Place**
Santa Clara	Santa Clara	El Camino Real Focus Area
Santa Clara	Santa Clara	Freedom Circle**
Santa Clara	Santa Clara	Lawrence Station Phase II**
Santa Clara	Santa Clara	Patrick Henry Drive**
Santa Clara	Santa Clara	Santa Clara Station Focus Area
Santa Clara	Santa Clara	Tasman East**
Santa Clara	Sunnyvale	Downtown & Caltrain Station
Santa Clara	Sunnyvale	East Sunnyvale
Santa Clara	Sunnyvale	El Camino Real Corridor
Santa Clara	Sunnyvale	Lawrence Station Transit Village
Santa Clara	Sunnyvale	Moffett Park Specific Plan**
Santa Clara	Sunnyvale	Tasman Crossing
Solano	Benicia	Downtown
Solano	Fairfield	Fairfield-Vacaville Train Station*
Solano	Fairfield	Heart of Fairfield*
Solano	Fairfield	North Texas Street Core

County	Jurisdiction	Priority Development Area
Solano	Suisun City	Downtown & Waterfront
Solano	Vacaville	Allison Area*
Solano	Vacaville	Allison Policy Plan Area- Proposed PDA Expansion*
Solano	Vacaville	Downtown
Solano	Vallejo	Solano 360/ I-80/ I-37 Gateway**
Solano	Vallejo	Central Corridor East**
Solano	Vallejo	Central Corridor West**
Solano	Vallejo	Carquinez Heights**
Solano	Vallejo	Mare Island PDA**
Solano	Vallejo	Sonoma Boulevard
Solano	Vallejo	Waterfront & Downtown
Sonoma	Cloverdale	Downtown/SMART Transit Area
Sonoma	Cotati	Downtown and Cotati Depot
Sonoma	Cotati	Gravenstein Corridor**
Sonoma	Petaluma	Corona**
Sonoma	Petaluma	Lakeville*
Sonoma	Rohnert Park	Central Rohnert Park
Sonoma	Rohnert Park	Sonoma Mountain Village
Sonoma	Santa Rosa	Downtown Station Area*
Sonoma	Santa Rosa	Mendocino Avenue/Santa Rosa Avenue Corridor
Sonoma	Santa Rosa	North Santa Rosa Station
Sonoma	Santa Rosa	Roseland
Sonoma	Santa Rosa	Sebastopol Road Corridor
Sonoma	Sebastopol	Core Area
Sonoma	Unincorporated Sonoma	Sonoma Airport**
Sonoma	Unincorporated Sonoma	Santa Rosa Avenue Priority Development Area**
Sonoma	Unincorporated Sonoma	Sonoma County: Sonoma Valley, The Springs**
Sonoma	Windsor	Station Area/Downtown Specific Plan Area

Notes: 1) PBA 2040 PDAs no longer designated include: Dixon Downtown, Gilroy VTA Cores, Corridors, and Station Areas and Los Altos VTA Cores, Corridors, and Station Areas; 2) In some cases, modified PDAs include renamed or combined PDAs included in PBA 2040

**Table 2: Proposed Plan Bay Area 2050 Geographies:
 Priority Production Areas (PPAs)**

County	Jurisdiction	PPA Name
Alameda	Fremont	Bayside Industrial Priority Production Area
Alameda	Fremont	Pacific Commons Priority Production Area
Alameda	Hayward	Hayward PPA
Alameda	Livermore	Eastside PPA
Alameda	Livermore	Westside PPA
Alameda	Oakland	Port PPA*
Alameda	Oakland	Airport PPA*
Alameda	San Leandro	San Leandro PPA
Alameda	Union City	Union City PPA
Contra Costa	Antioch	Northern Waterfront Industrial Corridor
Contra Costa	Concord	Northern Concord PPA
Contra Costa	Concord	Western Concord PPA
Contra Costa	Oakley	Employment Area
Contra Costa	Pittsburg	Northern Waterfront
Contra Costa	Unincorporated Contra Costa	Pacheco Manufacturing Zone
Contra Costa	Unincorporated Contra Costa	Baypoint Industrial Sector
Napa	American Canyon	American Canyon PPA
San Francisco	San Francisco	Bayshore/Central Waterfront/Islais Creek
San Mateo	Pacifica	Northern Palmetto PPA

County	Jurisdiction	PPA Name
Santa Clara	Milpitas	Central Manufacturing Area
Santa Clara	Milpitas	McCarthy Ranch Industrial Area
Santa Clara	Milpitas	Southwestern Employment Area
Santa Clara	Morgan Hill	Morgan Hill PPA
Santa Clara	San Jose	Monterey Business Corridor
Solano	Benicia	Benicia Industrial PPA
Solano	Dixon	Northeast Quadrant
Solano	Fairfield	Train Station Employment Center
Solano	Fairfield	Fairfield PPA
Solano	Rio Vista	Rio Vista PPA
Solano	Suisun City	Suisun City Gentry (westside)
Solano	Suisun City	Suisun City East Side PPA
Solano	Vacaville	Vacaville Industrial Priority Production Area
Solano	Vallejo	Vallejo PPA Mare Island
Solano	Vallejo	Vallejo PPA South Vallejo
Sonoma	Cotati	Cotati PPA

MAPS OF PROPOSED GROWTH GEOGRAPHIES



Proposed Draft Blueprint Growth Geographies

Priority Development Area

Priority Production Area

Potential Additional Growth Geographies

Transit-Rich Area (Outside High Resource Area)

Transit-Rich Area (Within High Resource Area)

High Resource Area with Basic Bus Service*

• **Regional Rail Station**

— **Regional Rail Transit (Existing)**

--- **Regional Rail Transit (Under Construction)**

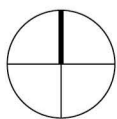
*Peak headways of 16 to 30 minutes.

Priority Production Areas (PPAs) not shown

Areas shown are conceptual and for discussion purposes. Specific levels of development studied in the Draft Blueprint would vary throughout the region and will be determined through further discussion.

The following areas are excluded from the map: Wildland urban interface areas; Areas of unmitigated sea level rise (i.e., areas at risk from sea level rise through year 2050 that lack mitigation strategies in Plan Bay Area 2050 Environment Element); Areas outside locally-adopted urban growth boundaries; and Parkland and other open spaces within urbanized areas identified in the California Protected Areas Database. To complement adopted PDAs, High-Resource and Transit -Rich Areas are shown in jurisdictions that have nominated a total land area for PDAs that is less than 50% of the area within its boundaries eligible for PDA designation. Specific land uses analyzed in these locations in the Blueprint are expected to vary based upon local and regional context.

Scale:



Source: TomTom, MTC/ABAG, 511 Regional Transit Database 2017

Map Author: JC, January 2020

File Location: <https://mtdrive.box.com/s/2fj92fHzwYbFw6jij3ha83j17x3w>

The background of the slide features a photograph of several colorful, multi-story houses, likely in the San Francisco 'Painted Ladies' district. The houses are in various colors including red, yellow, and green, with white trim and gables. The image is partially obscured by a blue banner at the top left and a large blue semi-transparent box on the right side containing text.

PLAN BAY AREA 2050

Draft Blueprint: Growth Geographies

Seeking Direction on Geographies to Study

February 14, 2020

MTC Planning & ABAG Administrative Committees



Setting the Stage

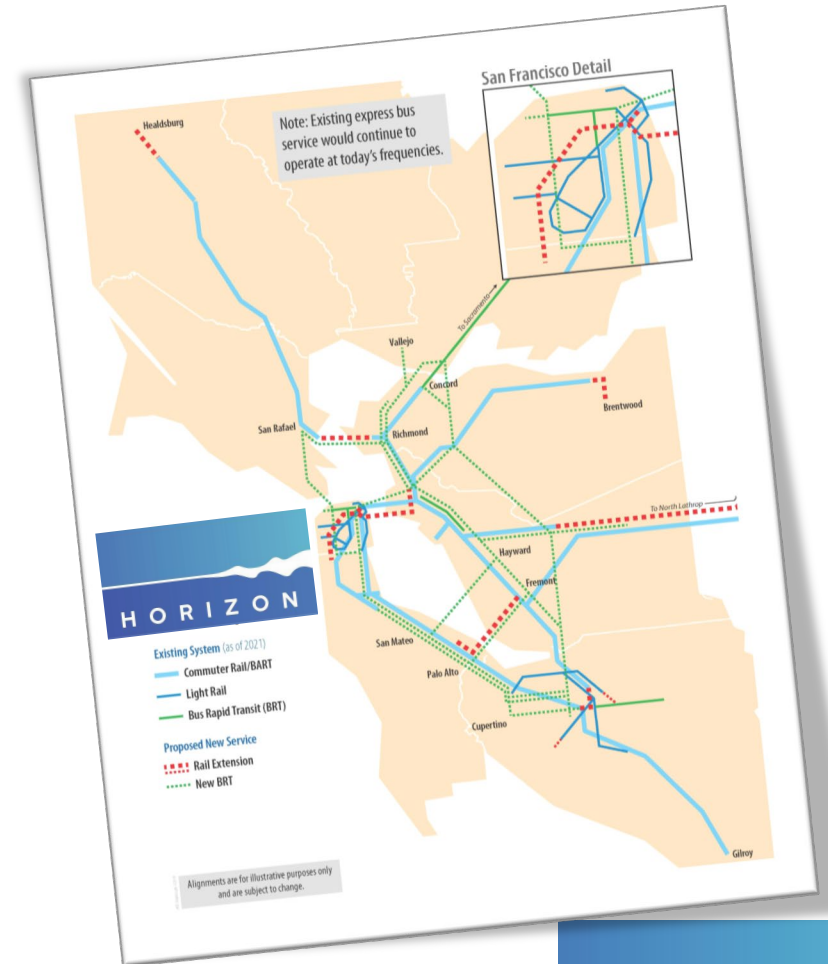
Where We've Been, Where We're Going

Plan Bay Area 2050 builds upon Horizon, which tested visionary strategies for an uncertain future.



Horizon explored dozens of bold strategies for the region's future, "stress testing" them against a broad range of external forces.

These included megaregional trends, technological shifts, and natural disasters, among others.



The Plan Bay Area 2050 Blueprint is a package of strategies designed to advance the regional vision.

*Vision: Ensure by the year 2050 that the Bay Area is **affordable**, **connected**, **diverse**, **healthy** and **vibrant** for all.*



- **Transportation** Investments & Strategies
- **Housing** Geographies & Strategies
- **Economic** Geographies & Strategies
- **Environmental** Strategies

What requirements must the Plan meet?

While Plan Bay Area 2050 must meet many statutory requirements, these three are among the most critical:



Fiscal Constraint

Under federal transportation planning regulations, the Plan must rely upon reasonably-expected revenues

Impact if Not Met: federal and state agencies will reject the Plan's approval, triggering a conformity lapse



Greenhouse Gas Reduction

Under Senate Bill 375, Plan Bay Area 2050 must meet or exceed a recently-enhanced 19 percent per-capita GHG reduction target for light-duty vehicles by 2035.

Impact if Not Met: region ineligible for select SB 1 funding



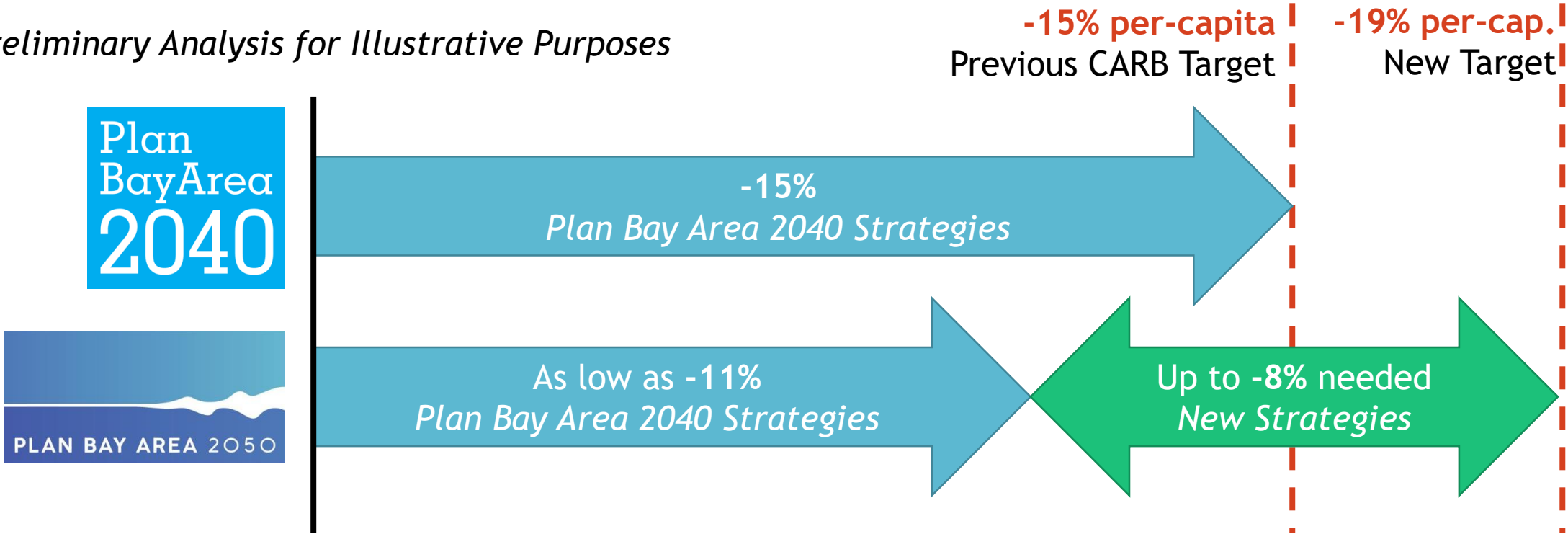
Housing at All Income Levels

Under Senate Bill 375, Plan Bay Area 2050 plan for sufficient housing for all income levels; RHNA must advance fair housing and ultimately be consistent with the Plan.

Impact if Not Met: HCD may not approve RHNA

Without bold new strategies, it may be very difficult to meet the more ambitious GHG target.

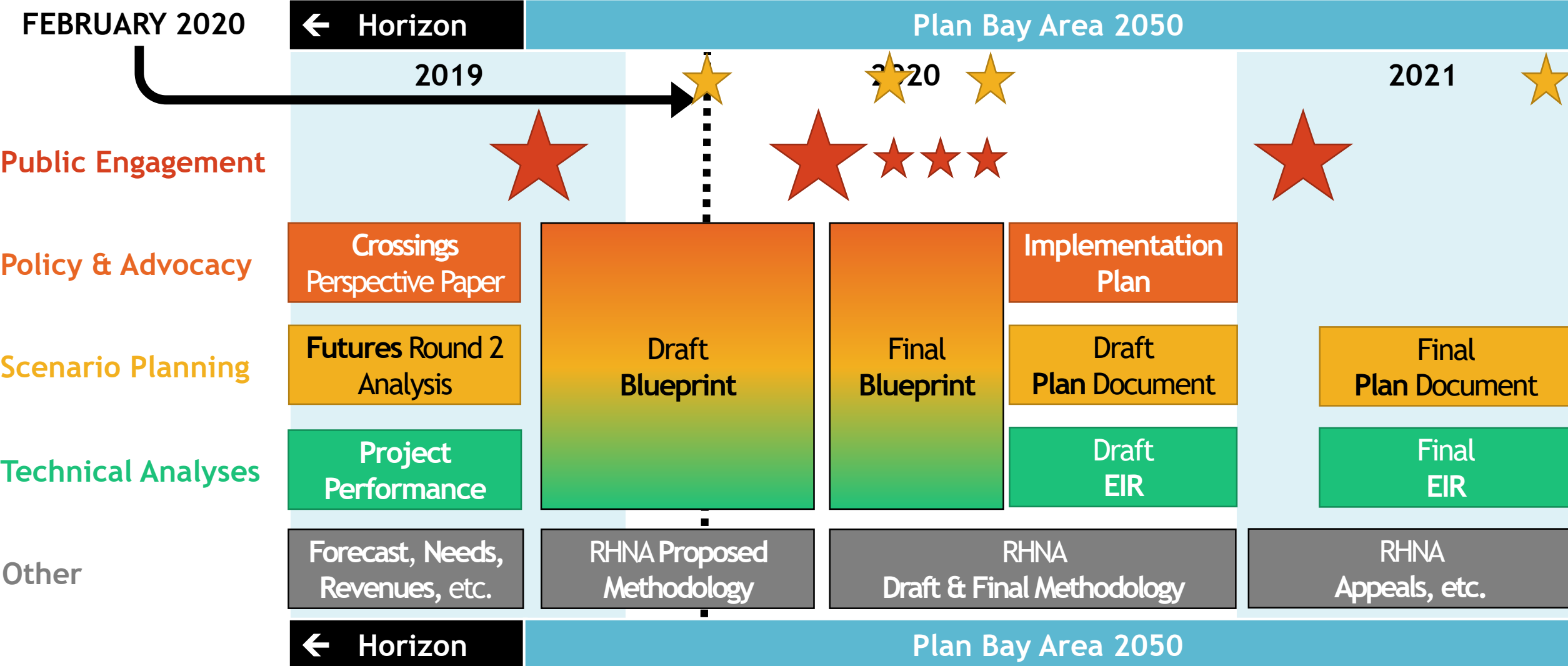
Preliminary Analysis for Illustrative Purposes



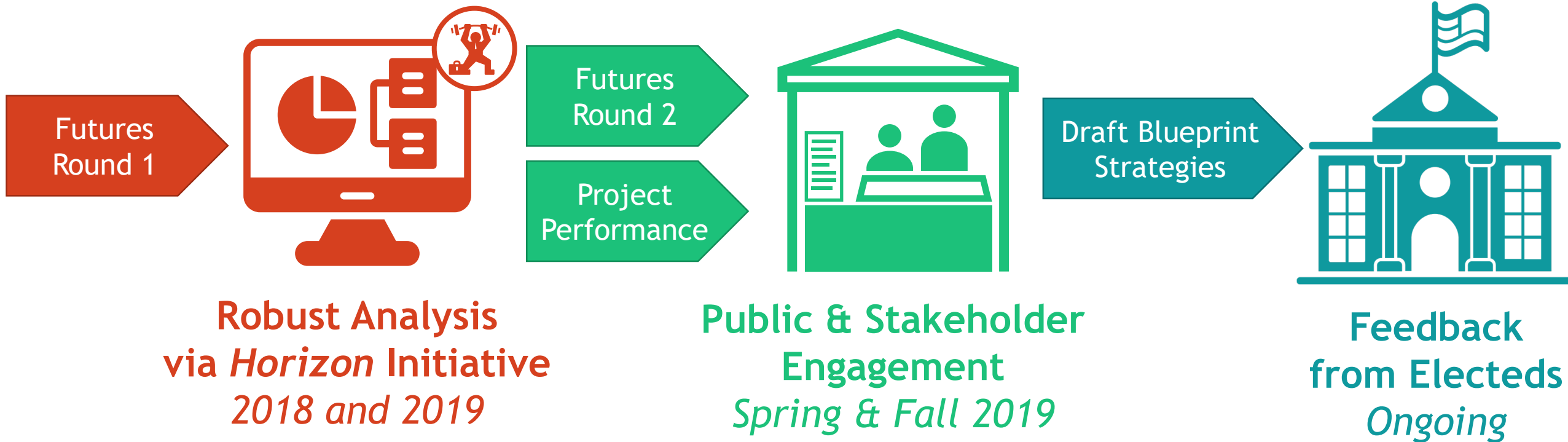
As part of the Draft Blueprint, we are **seeking your approval** this month to further study key strategies.

What's the schedule for Plan Bay Area 2050?

★ = Major Policy Board Decisions



How were strategies generated & refined?



Action Item
February 2020
(MTC & ABAG)





3,000

comments at fall 2019
“pop-up” workshops

9,900

comments from *Mayor of Bayville* online tool



>250

attendees at fall 2019
Draft Blueprint
stakeholder workshops

90%

of comments at fall 2019 “pop-up” workshops supported the strategies advanced into Plan Bay Area 2050



Integrating Feedback from the January Workshop of the Commission & Board

Workshop participants were interested in encouraging job growth in housing-rich areas, but not via office development caps

Workshop participants were interested in how major capital projects fit into the Plan, including rail expansions and express lanes



Option B

Workshop participants were interested in considering transit-rich and high-resource areas for inclusion in Plan Bay Area 2050

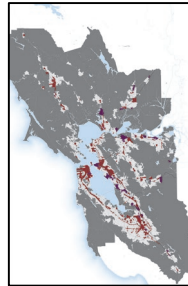
What are the critical action items being considered by MTC and ABAG this month?

1



Adopt new **Priority Conservation Areas**, **Priority Development Areas**, and **Priority Production Areas** *(ABAG Action Only)*

2



Approve **Growth Geographies** for Analysis in the Draft Blueprint *(MTC/ABAG Action)*

3



Approve **Strategies** for Analysis in the Draft Blueprint *(MTC/ABAG Action)*



Diving into Growth Geographies


Seeking Action on *PDAs Plus*








What was the path to today's recommendation for Growth Geographies?

Regional Growth Framework 1.0 (2007-18)

BAY AREA FOCUSED GROWTH



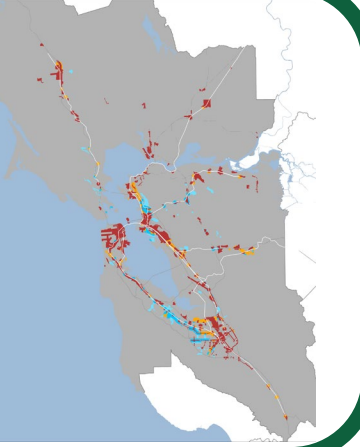
Regional Growth Framework Review & 2019 Update

<p>PDA Criteria Since 2007</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/>  Planned for growth <input checked="" type="checkbox"/>  or  or  Rail Station or Ferry Terminal or Bus Line <small>≤20 minutes in peak periods Includes both existing and planned service</small> 	<p>Proposed New Criteria</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/>  Planned for growth Plan must be complete <input checked="" type="checkbox"/> Create two categories to allow gr flexibility, incorporating new mobility & equity into the mix PDAs that do not already align with one of the two tiers would need to address this by late 2019.
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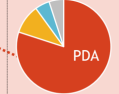

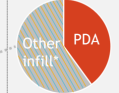
Local Priority Area Submissions



Recommended Draft Blueprint Growth Geographies

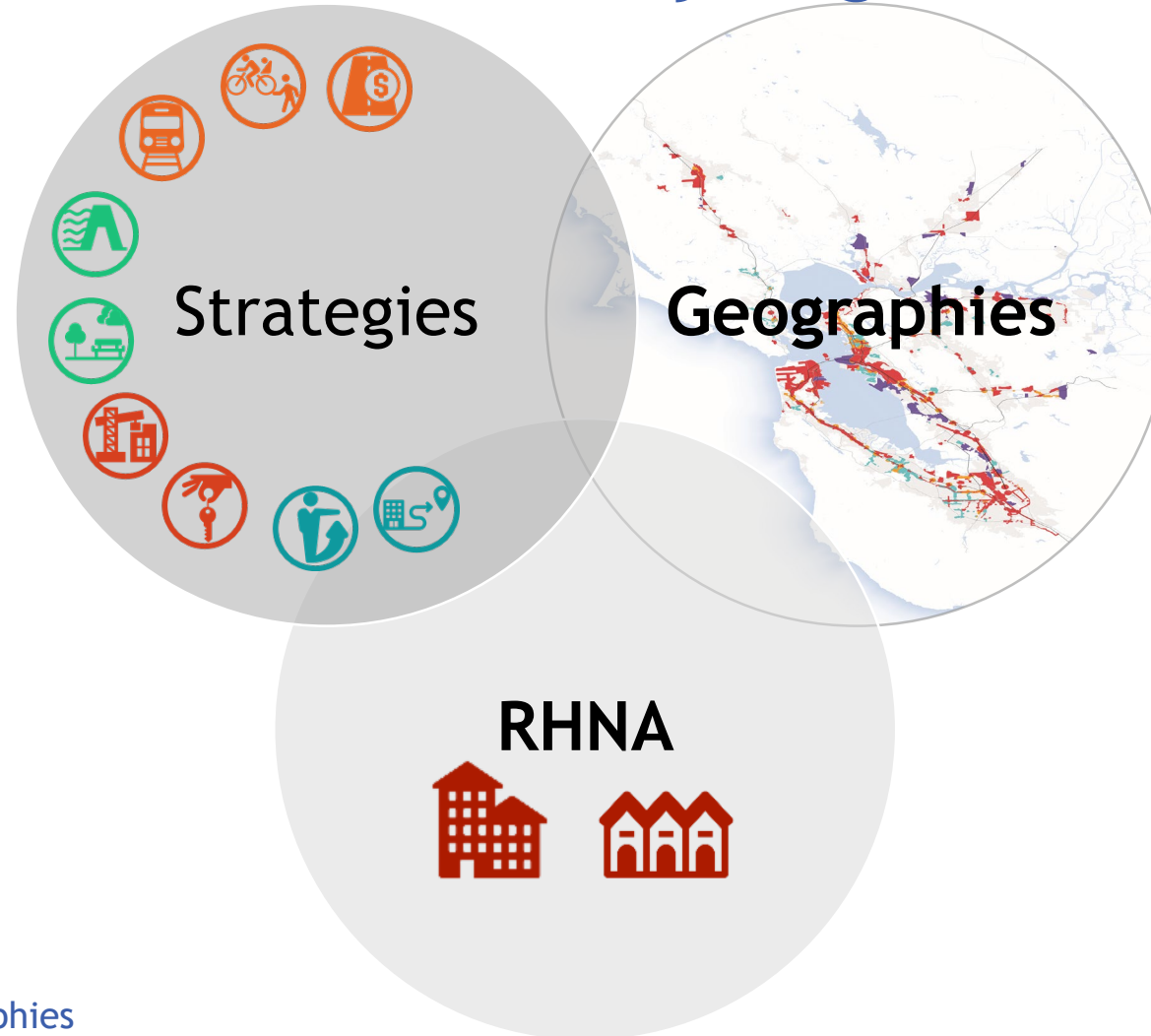


Options Discussion

A	Highly focused in: Existing & Proposed PDAs	
B	Focused in: Existing & Proposed PDAs + Select High-Resource Areas + Select Transit-Rich Areas outside PDAs	
C	Focused in Existing & Proposed PDAs & more distributed growth within Urban Growth Boundaries	



Refresher: the Strategies and Geographies for the Draft Blueprint are designed to work in concert; both are designed to more closely align the Plan with RHNA.



Refresher: What new priority areas were nominated by local jurisdictions in 2019?

34

new PDAs

*Priority Development
Areas*

19

new PCAs

*Priority Conservation
Areas*

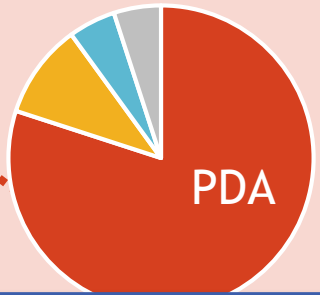
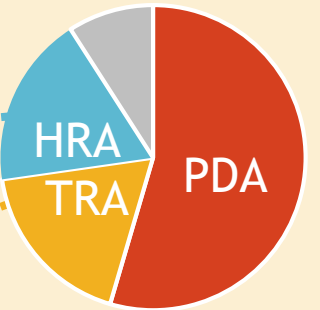
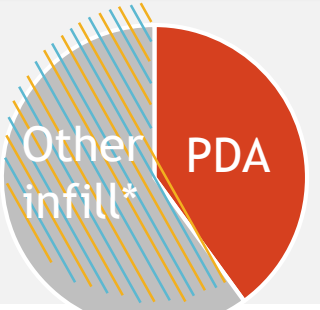
35

pilot PPAs

*Priority Production
Areas*

In addition, MTC/ABAG staff worked with local jurisdictions & CTAs to ensure that **all PDAs advanced into Plan Bay Area 2050 meet program guidelines** for transit and local planning. The full list of PDAs is incorporated in your packet.

Refresher: What options were identified?

Location of Growth (charts are illustrative)			GHG Reduction	Equity	RHNA Consistency	Local Implementation
A	Highly focused in: Existing & Proposed PDAs		+	- -	-	++
B	Focused in: Existing & Proposed PDAs + select High-Resource Areas + Select Transit-Rich Areas outside PDAs		++	++	+	-
C	More distributed growth within Urban Growth Boundaries * Including all High-Resource Areas + Transit-Rich Areas		- -	+	+	+

What geographies would Option B protect and prioritize?

Protect



Areas outside Urban Growth Boundaries
(including PCAs)



Unmitigated High Hazard Areas

Prioritize



PDAs



PPAs



TRAs:
Frequent Regional Rail



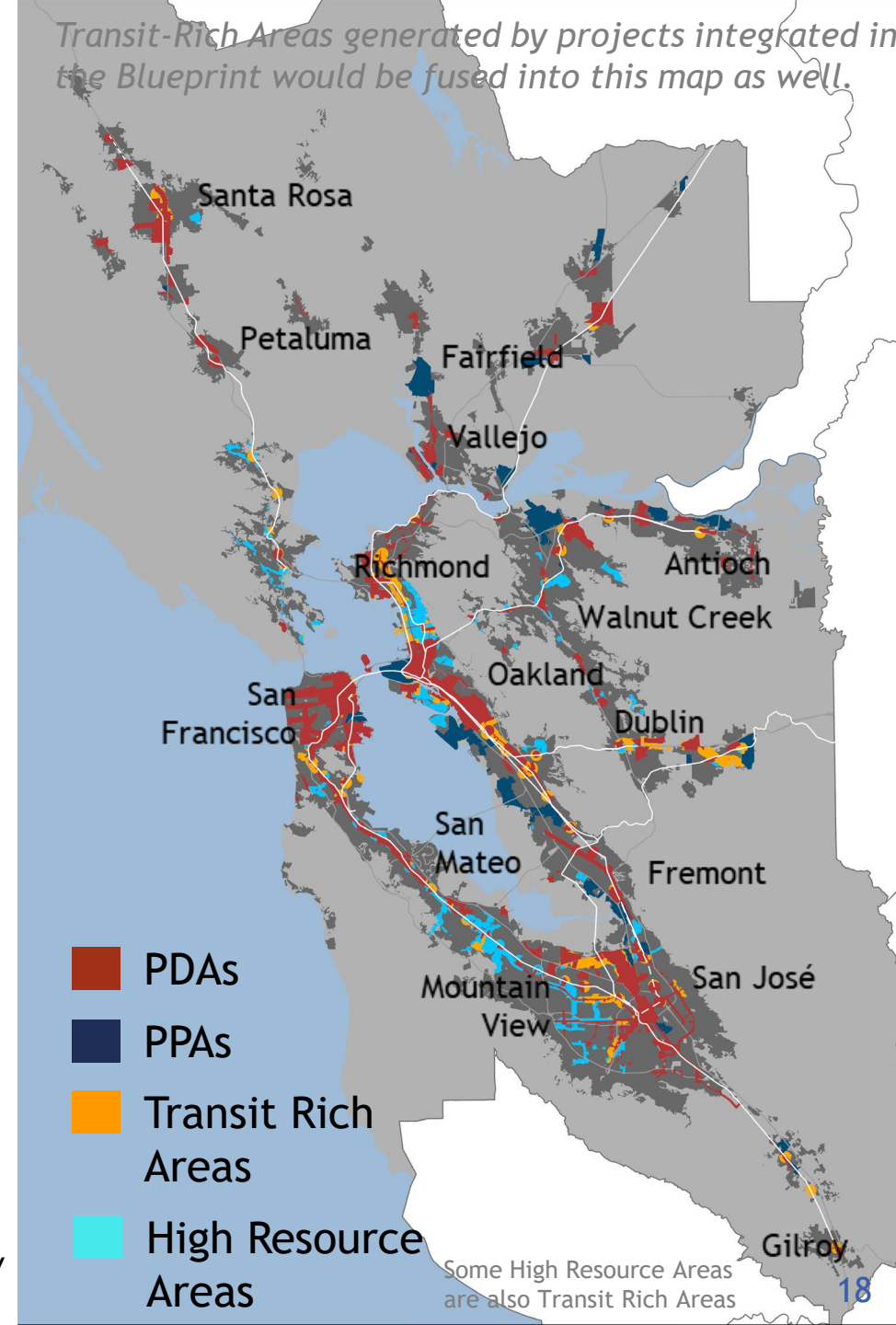
TRAs*
All Other



HRAs*

* Applies to all jurisdictions except those that have already nominated more than 50% of PDA-eligible areas

Transit-Rich Areas generated by projects integrated in the Blueprint would be fused into this map as well.



What might this look like on the ground?

Example: Housing

Context (not exhaustive)			Housing Mix (illustrative only)	
Transit	Job Access	Area Land Use		
<p>Very frequent service</p>				
<p>Frequent service</p>				
<p>Basic service</p>				

Included in all areas: essential local services and supportive transportation infrastructure

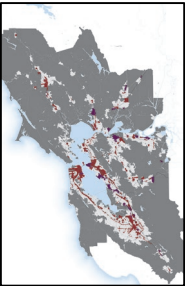
We are seeking your approval of the first two action items at this time.

1



Adopt new **Priority Conservation Areas**, **Priority Development Areas**, and **Priority Production Areas** *(ABAG Action Only)*

2



Approve **Growth Geographies** for Analysis in the Draft Blueprint *(MTC/ABAG Action)*

3



Approve **Strategies** for Analysis in the Draft Blueprint *(MTC/ABAG Action)*

February 4, 2020

Therese McMillan
Executive Director, ABAG/MTC
375 Beale Street, #700
San Francisco, CA 94105

Re: Friends of North Sonoma **Strongly Oppose** Springs Specific Plan as a PDA

Dear Ms. McMillan,

Our understanding is that the Joint MTC Planning and ABAG Administrative Committee and the ABAG Executive Board will be making a decision regarding whether to approve the Springs Specific Plan (SSP) application to become a Priority Development Area (PDA) soon. We urge you to NOT approve this PDA.

Friends of North Sonoma (FNS) is an unincorporated citizens' group representing the homeowners in the surrounding neighborhood of Donald, Robinson and Lomita streets. We are a rural, fifty-year old neighborhood of single-family homes with a single 2.36 acre empty lot available for development. Attached is a May 8, 2012, letter from then Supervisor Brown and current Supervisor Zane describing the SSP which clearly states "these places are not appropriate for the higher densities of urban PDAs..." (attachment 1). Nothing has changed. The SSP area has no major bank, no major grocery store, no high school and no middle school.

Furthermore, the current bus system does not meet MTC headway requirements for a PDA (attachment 2). The bus doesn't run in the late afternoon or evening to be useful for commuters. At the SCTA meeting, "Let's Talk: The Future of Transportation in Sonoma" held December 11th, 2019, County representatives stated they have no plans to upgrade bus #32. This is confirmed in a subsequent email from County staff (attachment 3). To put high density housing here can only result in more people driving to get the services they need.

Our fundamental issue is that Sonoma County failed to provide notice to our Donald Street neighborhood regarding development of the Springs Specific Plan. The County's failed outreach focused on the businesses and schools along the Highway 12 corridor. Donald Street is contiguous with City of Sonoma city limits and runs $\frac{3}{4}$ mile east of Highway 12 (attachment 4). Our Donald Street neighborhood has never been considered part of the Springs. Our children attend Sassarini Elementary in the center of the town of Sonoma. See attached map from Sonoma County Economic Board's Sonoma Valley Community Profile Demographics Report 2017, which shows Donald Street in relation to the other Spring communities (attachment 5). And even though our neighborhood represents 87% of the new housing proposed in the SSP and 32% of the plan area, lack of notice meant that **not a single representative from our neighborhood participated in the development of the SSP**. This goes against

Ms. Therese McMillan
Page 2

MTC Resolution No. 4035, requiring proactive, public outreach to insure “full and fair participation by all potentially affected communities” (attachment 6). Even the County’s own survey showed no one from our neighborhood streets participated which they failed to rectify (attachment 7). The County waited until September 10, 2018, six years after the inception of the SSP, to put tags on our parcels notifying us we were included in the SSP (attachment 8). It was this tag that alerted a Donald Street homeowner to its existence in early 2019. FNS submitted a petition to the Board of Supervisors on June 4, 2019, with 260 signatures asking for a re-start of the SSP (attachment 9). We received no response. We now question whether the County’s failed outreach and delayed tags on our parcels was done intentionally to bypass possible resistance from a neighborhood group.

Additionally, we feel the original application for the SSP written in 2012 contained false statements (attachment 10), as our neighborhood falls outside MTC’s Community of Concern map and is neither low-income, nor disadvantaged (attachment 11 and 12).

After the Nuns fire, Permit Sonoma increased the density of the proposed SSP project as a response to the dramatic loss of homes. **This higher density plan was never shown to a single community group before its inclusion in the draft version of the plan submitted to the Sonoma Valley Citizens Advisory Commission (SVCAC) on August 18, 2018** (see attachment 13). However, if you had been in the Donald neighborhood the night we were asked to evacuate, and experienced the terror of being caught in a traffic jam with fire approaching, you would have redrawn the plans differently. All of our neighborhood streets are dead-end streets that back up to a hillside with only two ways out. Fetters Hot Springs, one of the contiguous neighborhoods in the SSP, was recognized by StreetLight Data as being one of a hundred communities in the US with the most limited means of escaping a disaster (attachment 14). And our water district, Valley of the Moon Water District, lost its back up water supply needed to fight fire disasters with the closure of the Sonoma Developmental Center (attachment 15). It is also important to point out that the northern side of Donald Street is actually the border for Cal Fire’s Fire Hazard Severity Zone (attachment 16). To add high density housing to our neighborhood will only increase the chances that our neighborhood will experience a catastrophe, like the town of Paradise.

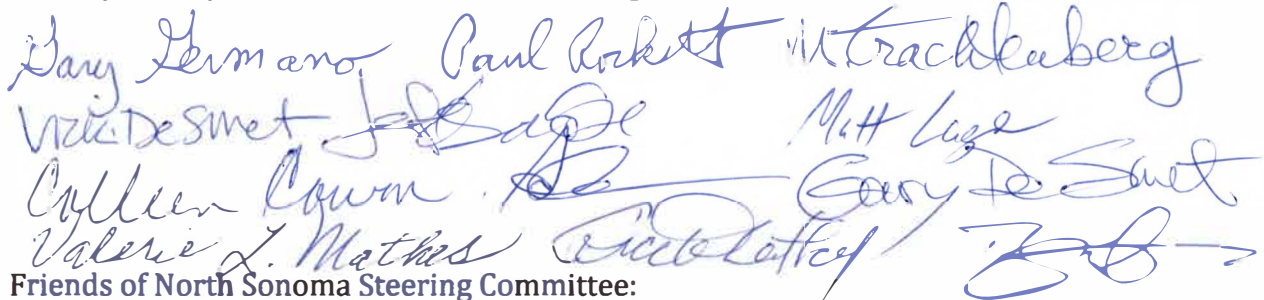
The decision to approve the application for the SSP to become a PDA was disrespectfully included as item #28 on the Consent Calendar at the December 17, 2019, Board of Supervisors Meeting. Thirty-two homeowners showed up to voice concerns against being designated a PDA at a meeting held 45 minutes away from Sonoma on an early Tuesday morning with three days’ notice. In spite of the controversial nature of this item, the Board would not remove it from their Consent Calendar.

We understand that neither ABAG nor MTC addresses decisions made at the local level. However, our right to have a voice and be included in the SSP development was

Ms. Therese McMillan
Page 3

overlooked, in clear violation of MTC's own policies of inclusion. We feel our concerns for our water and fire safety are not being heard. To date, Sonoma County has been unable to provide us with a reason why the Donald Street neighborhood was "silently" added to the SSP over 7 years ago, much less why our neighborhood should be designated a PDA. FNS wholeheartedly feel the SSP is not appropriate for major growth and strongly urge the Board and Committee members to vote against this PDA designation. We seriously hope to resolve these concerns without litigation.

Thank you for your time and attention reading this letter.



Handwritten signatures in blue ink of the Friends of North Sonoma Steering Committee members: Gary Germano, Paul Rockett, Joel Trachtenberg, Vicki DeSmet, Matt Lage, Colleen Cowan, Gary DeSmet, Valerie J. Mathes, and Ricci Wheatley.

Friends of North Sonoma Steering Committee:

Steve Caniglia, Colleen Cowan, Vicki DeSmet, Gary DeSmet, Gary Germano, Matt Lage, Bennett Martin, Valerie Mathes, Paul Rockett, Joel Trachtenberg, Maud Trachtenberg, Ricci Wheatley

For Friends of North Sonoma
P O Box 1454
Sonoma, CA 95476

cc: Tennis Wick, Director, Permit Sonoma
Matt Maloney, Interim Planning Director, ABAG/MTC
Mark Shorett, Principal Planner, ABAG/MTC
Greg Carr, 1st District, Sonoma County Planning Commissioner
Dick Fogg, 1st District, Sonoma County Planning Commissioner
David Storer, Planning and Community Services Director, City of Sonoma
Jason Walsh, Editor, Sonoma Index Tribune

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SANTA ROSA, CALIFORNIA 95403

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May 8, 2012

Mark Luce, President
ABAG Executive Board
Association of Bay Area Governments (ABAG)
PO Box 2050
Oakland, CA 94604-2050

Re: Support for Rural Place Types in Unincorporated Sonoma County

Dear Mr. Luce,

Thank you for the opportunity to provide further comment on the Jobs Housing Connection Scenario as it relates to consideration of Rural Place Types. On March 15 the Executive Board deferred action on Rural Place Type proposals (with the exception of Benicia and Dixon). We understand this was primarily in response to concerns with the proposed Midcoast Priority Development Area (PDA) in unincorporated San Mateo County's Coastal Zone.

ABAG staff has indicated that the Unincorporated Sonoma County PDA applications have been assumed in the Draft Jobs Housing Connection (JHC) Scenario, which we believe is appropriate. We understand that further consideration of the Rural Place Type Priority Development Areas will occur at the upcoming June 6 Regional Planning Committee meeting and final action will occur at the July 19 ABAG Executive Board meeting.

The Sonoma County Board of Supervisors and the Sonoma County Transportation Authority/Regional Climate Protection Authority urge the Executive Board to support Sonoma County's PDA applications as Rural Place Types and ensure they are included in the adopted JHC Scenario. These applications include the following places:

- Airport/Larkfield
- Forestville
- Graton
- Guerneville
- Penngrove
- Sonoma Valley – The Springs

As you are aware, including these places within the growth strategy envisioned in the Sustainable Communities Strategy (SCS) provides additional program and funding opportunities to assist local governments in transforming these places into more complete communities that are less auto-dependent. These opportunities include the OneBayArea Grant (OBAG) and other planning, technical assistance and affordable housing funds.

Mr. Mark Luce
Page 2

As local agencies, we strongly support including these communities as appropriate places for future compact infill development in our rural/suburban county context. Incentivizing infill and mixed use development while enhancing the unique flavor and fabric of these communities should be an essential component in an SCS that reflects the diversity of community scale that is found throughout the Bay Area. These places are not appropriate for the higher densities of urban PDAs, but they should not be left out of the SCS process. The SCS should provide policy guidance and incentives for suburban sprawl repair and the transformation of existing rural neighborhoods into more complete communities with multi-modal road networks and linkages to County-wide and regional bikeways and transit systems.

We envision our proposed Rural Place Type PDAs as opportunities to work with communities to develop plans and improvements that, over the next 30 years, will transform these places with densities and mobility options more akin to a walkable/bikable European village surrounded by greenbelts, linked with bike trails, and at densities that support of more frequent transit service. At the same time, retaining the smaller scale of these places is also essential.

All of our proposed PDA places are served by public sewer and water and contained within Urban Service boundaries that are hard-wired into the County's General Plan. The County and all nine city General Plans have strong compact growth policies that focus urban development within the cities and, in a more limited way, within the unincorporated Urban Service Areas. Urban development outside these areas is largely non-existent.

We see the investment opportunities connected with PDA designation as essential to realizing our vision of encouraging sustainable development within unincorporated Urban Service Areas in several ways:

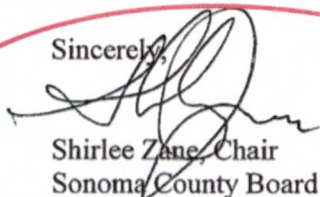
- Providing specific plan funding to work with citizens to identify: infill opportunities, appropriate building prototypes and densities, a balanced mix of land uses, "complete street" modifications, appropriate location and design of transit facilities to encourage ridership, zoning amendments to allow more live/work and job opportunities.
- Infrastructure funding for complete street improvements.
- Completion of local and regional bike networks.
- Improvement of the transit system to provide more frequent service between PDA's and regional employment centers, schools, recreation sites and shopping areas.

Having these areas recognized in the JHC as places where focused growth can occur and, most importantly, eligible for the incentives available to PDAs, will help us in our current efforts to make these communities more complete, sustainable and less auto dependent.

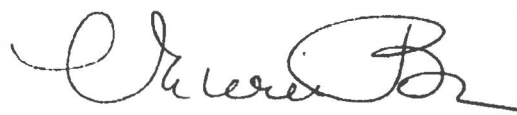
We ask that you support the designation of our six proposed applications in unincorporated Urban Service Areas as Rural Place Type PDAs.

Thank you for the opportunity to comment.

Sincerely,



Shirlee Zane, Chair
Sonoma County Board of Supervisors



Valerie Brown, Chair
SCTA/RCPA

cc: Board of Supervisors
SCTA/RCPA Board Members

From: Steven Schmitz [mailto:steven@sctransit.com]
Sent: Wednesday, September 25, 2019 11:30 AM
To: Janet Spilman <janet.spilman@scta.ca.gov>; Amy Lyle <Amy.Lyle@sonoma-county.org>
Cc: Christopher Barney <chris.barney@scta.ca.gov>; Bryan Albee <bkalbee@sctransit.com>
Subject: RE: Springs PDA - Transit Headways

EXTERNAL

Thanks for the information, Janet.

Hi Amy, SCT does provide existing average 30 minute headways in the weekday a.m. peak (6 to 10 a.m.) on local routes 32/34 through the Sonoma Springs. However, we don't currently provide average 30 minute headways in the weekday p.m. peak (4 to 7 p.m.) on local routes 32/34, even when combining local and intercity service through the Sonoma Springs.

If eligibility for a PDA in the Sonoma Springs requires existing average 30 minute transit headways on weekdays in both the a.m. and p.m. peak, we don't currently meet that criteria. SCT's local route 32/34 currently ends weekday service at 4:25 p.m. Intercity service thereafter averages approximately 60 minute headways.

I'd be happy to discuss with you further over the phone.

Steven Schmitz
585-7516

Begin forwarded message:

From: "Jodi Curtis" <jodi@sctransit.com>
Date: January 30, 2020 at 3:07:18 PM PST
To: "'Vicki DeSmet'" <joy2bake@sbcglobal.net>
Cc: "Steven Schmitz" <steven@sctransit.com>
Subject: RE: sctransit.wpengine.com form: Question

Good Afternoon Vicki,

I have reached out to Steven Schmitz in our office to inquire about a bicycle rack. He has asked that you contact him directly regarding this. I have copied him on this email and/or he can be reached at [707-585-7516](tel:707-585-7516).

SCT has been discussing the Rt. 32 with the City of Sonoma. At the current time, SCT has no plans to make changes, but is appreciative of suggestions or comments regarding our bus routes for future consideration. If you have any suggestions, please feel free to reach out to me via email or per the information below.

Thank you,

Jodi Curtis
Transit Specialist II
SonomaCountyTransit
355 West Robles Avenue
Santa Rosa, CA 95407
707-585-7516

2A OVERVIEW

The Springs Specific Plan places a strong emphasis on increased housing opportunities, economic growth, and improved bicycle and pedestrian connectivity throughout the Plan area. Mixed-use, commercial, and medium to high density residential development will be accommodated along the Highway 12 corridor (see Figures 2 and 3). The variety of housing types included in the Plan accommodates a range of affordability levels. The Specific Plan also promotes new community-serving retail, restaurants, and services.

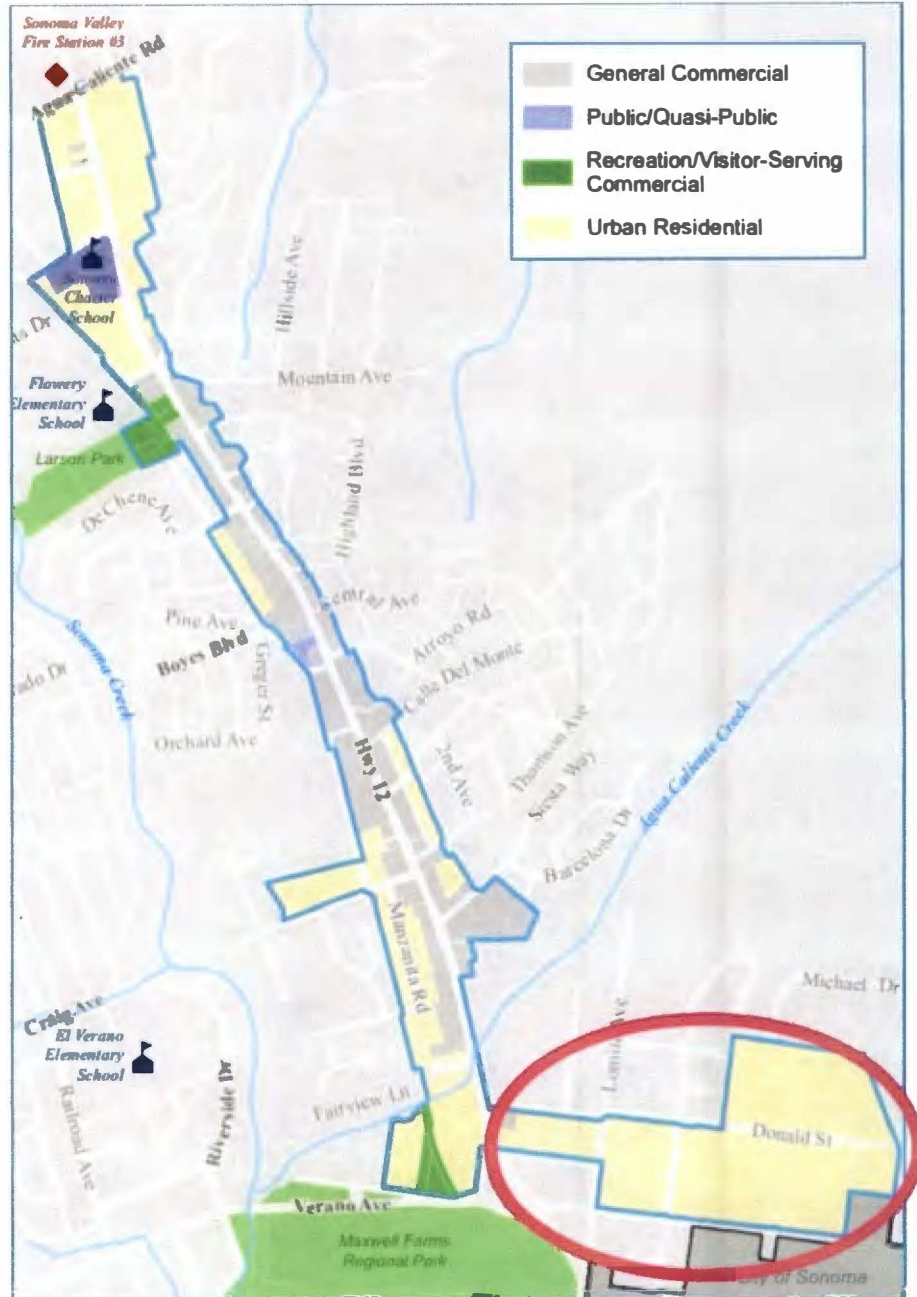
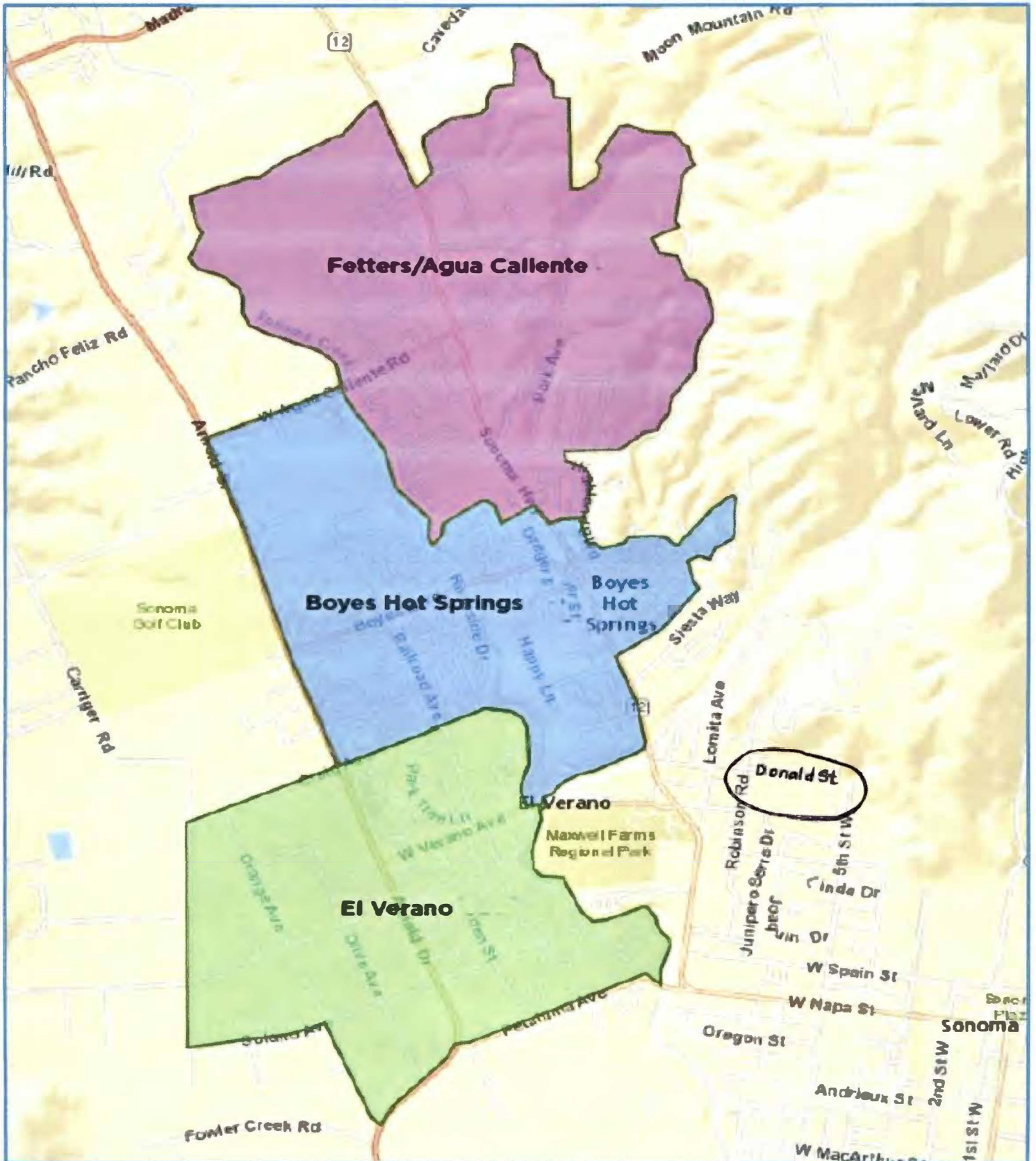


Figure 2: Land Use Map



Assessment (RHNA) and added weighting to acknowledge very low and low income housing. The formula breakdown is as follows with distributions derived from each jurisdiction's proportionate share of the regional total for each factor:

OBAG Fund Distribution Factors

Factor Weighting	Percentage
Population	50%
RHNA* (total housing units)	12.5%
RHNA (low/very low income housing units)	12.5%
Housing Production** (total housing units)	12.5%
Housing Production (low/very low income housing units)	12.5%

* RHNA 2014-2022
**Housing Production Report 1999-2006

The objective of this formula is to provide housing incentives to complement the region's Sustainable Community Strategy (SCS) which together with a Priority Development Area (PDA) focused investment strategy will lead to transportation investments that support focused development. The proposed One Bay Area Grant formula also uses actual housing production data from 1999-2006, which has been capped such that each jurisdiction receives credit for housing up to its RHNA allocation. Subsequent funding cycles will be based on housing production from ABAG's next housing report to be published in 2013. The formula also recognizes jurisdictions' RHNA and past housing production (uncapped) contributions to very low and low income housing units. The resulting OBAG fund distribution for each county is presented in Appendix A-4. Funding guarantees are also incorporated in the fund distribution to ensure that all counties receive as much funding under the new funding model as compared to what they would have received under the Cycle 1 framework.

The Commission, working with ABAG, will revisit the funding distribution formula for the next cycle (post FY2015-16) to further evaluate how to best incentivize housing production across all income levels and other Plan Bay Area performance objectives.

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CYCLE 2 GENERAL PROGRAMMING POLICIES

The following programming policies apply to all projects funded in Cycle 2:

1. **Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*, Resolution No. 3821. The Commission's adoption of the Cycle 2 program, including policy and procedures meet the provisions of the *MTC Public Participation Plan*. MTC's advisory committees and the Bay

- A description of how the public engagement process met the outreach requirements of MTC's Public Participation Plan, including how the CMA ensured full and fair participation by all potentially affected communities in the project submittal process.
- A summary of comments received from the public and a description of how public comments informed the recommended list of projects submitted by the CMA.

2. Agency Coordination

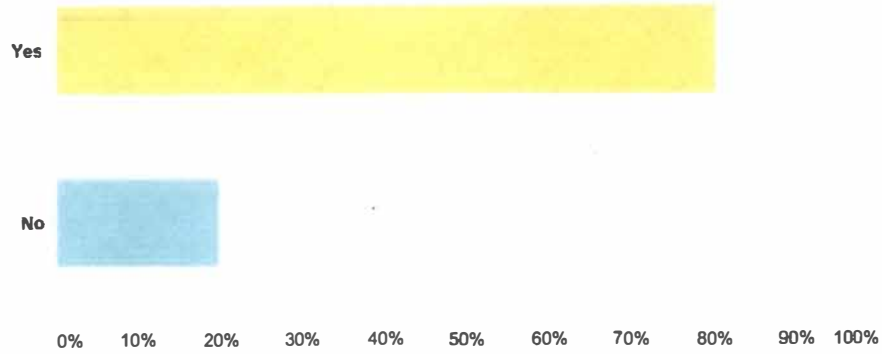
- ***Work closely with local jurisdictions, transit agencies, MTC, Caltrans, federally recognized tribal governments, and stakeholders to identify projects for consideration in the OBAG Program.*** CMAs will assist with agency coordination by:
 - Communicating this Call for Projects guidance to local jurisdictions, transit agencies, federally recognized tribal governments, and other stakeholders

3. Title VI Responsibilities

- ***Ensure the public involvement process provides underserved communities access to the project submittal process as in compliance with Title VI of the Civil Rights Act of 1964.***
 - Assist community-based organizations, communities of concern, and any other underserved community interested in having projects submitted for funding;
 - Remove barriers for persons with limited-English proficiency to have access to the project submittal process;
 - For Title IV outreach strategies, please refer to MTC's Public Participation Plan found at: http://www.onebayarea.org/get_involved.htm
 - Additional resources are available at
 - i. <http://www.fhwa.dot.gov/civilrights/programs/tvi.htm>
 - ii. http://www.dot.ca.gov/hq/LocalPrograms/DBE_CRLC.html#TitleVI
 - iii. http://www.mtc.ca.gov/get_involved/rights/index.htm

Community Survey

Do you live in The Springs?



Answer Choices	Responses	
Yes	80.25%	126
No	19.75%	31
Total		157

#	Street/City	Date
1	La Serena Way	8/16/2016 9:09 AM
2	Oak St	8/15/2016 4:40 PM
3	Baines	8/15/2016 4:36 PM
4	Barrett	8/15/2016 4:28 PM
5	Hwy 12	8/15/2016 4:26 PM
6	happy Lane	8/15/2016 4:25 PM
7	Las Lomas	8/15/2016 4:24 PM
8	Siesta Way	8/15/2016 4:21 PM
9	Solano Ave	8/15/2016 4:13 PM
10	Solano Ave	8/15/2016 4:12 PM
11	Schumann Ct	8/15/2016 4:11 PM
12	Sierra Dr	8/15/2016 4:09 PM
13	Boyes	8/15/2016 3:52 PM
14	Sonoma	8/15/2016 3:51 PM
15	Agua Caliente	8/15/2016 3:46 PM
16	Agua Caliente	8/15/2016 3:45 PM
17	Verano	8/15/2016 3:42 PM
18	Boyes	8/15/2016 3:40 PM
19	Fairview lane	8/13/2016 9:10 PM
20	Calle del Monte	8/11/2016 12:53 PM

Community Survey

21	Calle del Monte	8/11/2016 12:52 PM
22	Kenwood	8/11/2016 12:51 PM
23	Andrieux St	8/11/2016 12:50 PM
24	Agua Caliente	8/11/2016 12:49 PM
25	Agua Caliente	8/11/2016 12:48 PM
26	Agua Caliente	8/11/2016 12:47 PM
27	Work at La Morenita	8/11/2016 12:45 PM
28	Agua Caliente	8/11/2016 12:45 PM
29	Calle del Monte	8/11/2016 12:44 PM
30	Siesta Way	8/11/2016 12:43 PM
31	Tienda Iniquez	8/11/2016 12:42 PM
32	Sierra Dr.	8/11/2016 12:41 PM
33	Lucas Ave	8/11/2016 12:40 PM
34	Pine St	8/11/2016 12:39 PM
35	Calle del Monte	8/11/2016 12:38 PM
36	Barrett Ave	8/11/2016 12:32 PM
37	Manzanita Road	8/11/2016 12:31 PM
38	Boyes Blvd.	8/11/2016 12:30 PM
39	Sonoma	8/11/2016 12:28 PM
40	Boyes Hot Springs	8/11/2016 12:26 PM
41	Los Robles Dr.	8/11/2016 12:25 PM
42	Agua Calientes	8/11/2016 12:23 PM
43	plaza area	8/11/2016 12:19 PM
44	Near El Molino	8/11/2016 12:18 PM
45	Highway 12	8/11/2016 12:15 PM
46	Barrett Ave	8/7/2016 12:59 AM
47	Arroyo rd	8/4/2016 12:07 AM
48	El Dorado Drive / Agua Caliente	8/3/2016 12:59 PM
49	Baines Ave / BHS	8/2/2016 12:37 PM
50	Falcon Lane/Sonoma (unincorporated)	8/1/2016 5:04 PM
51	W Verano, Sonoma	8/1/2016 7:37 AM
52	HWY 12 AC	7/29/2016 11:53 PM
53	Verano and Rte 12	7/29/2016 8:13 PM
54	Happy Lane, Boyes Hot Springs	7/29/2016 7:18 PM
55	I work 5 to 6 days a week in the Springs	7/29/2016 6:47 PM
56	El Dorado Dr	7/29/2016 3:48 PM
57	El Ritero, sonoma, tech. aqua cailente, close to BHS	7/29/2016 3:02 PM
58	Hwy 12	7/29/2016 2:58 PM
59	EL VERANO, CDP	7/29/2016 2:48 PM
60	cypress ave, kenwood	7/29/2016 10:42 AM
61	El Verano	7/28/2016 6:17 PM

Community Survey

62	Happy Lane, Sonoma (BHS)	7/28/2016 4:15 PM
63	Highlands Blvd.	7/28/2016 10:06 AM
64	Park Ave, Boyes Hot Springs	7/27/2016 4:48 PM
65	Central Avenue/Sonoma	7/27/2016 3:52 PM
66	Fairview In/ boyes	7/27/2016 12:30 PM
67	Madrone Road, Sonoma	7/27/2016 11:44 AM
68	Rancho Dr.	7/27/2016 9:53 AM
69	Dollar Tree	7/27/2016 9:45 AM
70	Mission	7/27/2016 9:44 AM
71	Baines	7/27/2016 9:43 AM
72	Las Lomas	7/27/2016 9:42 AM
73	Duena Vida	7/27/2016 9:40 AM
74	Railroad	7/27/2016 9:40 AM
75	El Dorado	7/27/2016 9:39 AM
76	El Dorado	7/27/2016 9:38 AM
77	Arnold Dr.	7/27/2016 9:37 AM
78	Verano Ave	7/27/2016 9:35 AM
79	Verano	7/27/2016 9:22 AM
80	6th Avenue, Sonoma	7/27/2016 6:57 AM
81	30 E. thomson	7/27/2016 6:25 AM
82	park tree lane, el verano	7/26/2016 11:48 PM
83	Siesta Way	7/26/2016 11:37 PM
84	Riverside Dr	7/26/2016 11:18 PM
85	El Verano...Walnut Avenue between Bay and Linden.	7/26/2016 10:49 PM
86	CALLE DEL MONTE	7/26/2016 10:45 PM
87	Hwy 12	7/26/2016 10:26 PM
88	Highland Blvd	7/26/2016 9:59 PM
89	San Ramon Dr BHS	7/26/2016 9:57 PM
90	Highlands Blvd. BHS	7/26/2016 9:55 PM
91	Happy lane sonoma	7/26/2016 9:26 PM
92	DeChene Ave	7/26/2016 8:38 PM
93	E Agua Caliente Rd	7/26/2016 8:17 PM
94	Boyes Hot Springs	7/26/2016 8:10 PM
95	East thomson ave	7/26/2016 8:00 PM
96	Melody ct sonoma	7/26/2016 7:49 PM
97	Olive Avenue	7/26/2016 7:25 PM
98	Solano El Verano	7/26/2016 7:19 PM
99	Sunset Way	7/26/2016 7:10 PM
100	Oak St, EV	7/26/2016 6:58 PM
101	Arroyo Rd. - Boyes Hot Springs	7/26/2016 6:10 PM
102	320 Arbor Ave.	7/26/2016 6:01 PM

Community Survey

103	Highway 12, agua Caliente	7/26/2016 5:59 PM
104	Agua Caliente	7/26/2016 5:57 PM
105	Park Ave, Sonoma	7/26/2016 5:41 PM
106	Vista Drive	7/26/2016 5:08 PM
107	Johnson Ave	7/26/2016 5:00 PM
108	EL Verano	7/26/2016 4:51 PM
109	Clayton Avenue	7/26/2016 3:17 PM
110	cedar/agua caliente	7/26/2016 3:12 PM
111	Cragmont	7/26/2016 3:10 PM
112	Highway 12/Sonoma	7/26/2016 2:56 PM
113	vallejo ave	7/26/2016 2:22 PM
114	Myrtle Ave	7/26/2016 1:39 PM
115	Cherry Ave	7/26/2016 1:38 PM
116	Highland Blvd	7/26/2016 1:31 PM
117	Orchard ave, boyes	7/26/2016 1:29 PM
118	Melody Ln Sonoma	7/26/2016 1:26 PM
119	Northside Ave.	7/26/2016 1:01 PM
120	Cragmont Dr	7/26/2016 12:59 PM
121	Sonoma	7/25/2016 8:53 PM
122	Rose Avenue	7/19/2016 5:10 PM
123	Mission Way, Agua Caliente	7/5/2016 2:28 PM
124	Crivelli Drive	7/1/2016 7:58 AM
125	Crivelli Street	6/30/2016 3:40 PM
126	middlefield/springs	6/28/2016 9:17 PM
127	El Verano	6/28/2016 4:44 PM
128	Hillside Ave/Sonoma	6/23/2016 11:10 AM
129	Hill Rd, GE	6/21/2016 12:35 PM

Results

Parcel Number: [127-092-025](#)

Permits: 9

Number: PLP18-0039

Date: 9/10/2018

Status: Started

Type: Planning Project

Description: New Specific Plan for the Springs involving an area of approximately 178 acres adjacent to the Highway 12 corridor from Agua Caliente Rd to Verano Ave and including the Donald St neighborhood. The project will include amendments to the General Plan and a number of zone changes required to implement the specific plan.

Number: BLD02-4929

Date: 5/27/2002

Status: Finaled

Type: Building Permit With Plan Check

Description: NEW CUSTOM INGROUND POOL & RETAINING WALLS

Number: SEW91-0055

Date: 4/20/2000

Status: Finaled

Type: Engineering History Record

Description: ADVANCE CONNECTION FEES FOR SFD

Number: BLD99-1655

Date: [10/8/1999](#)

Status: Finaled

Type: Building Permit No Plan Check

Description: REMOVE/REPAIR DRY ROT WALLS/ARBOR/FDN/PATIO/STUCCO

Scanned: Yes

Number: PX024273

Date: 7/5/1991

Status: Finaled

Type: Building History Record

Description: REVISE FDN

Number: T-018982

Date: 6/18/1991

Status: Finaled

Type: Building History Record

Description: TEMP ELEC

Number: B-106453

Date: 4/18/1991

PETITION TO
 THE SONOMA COUNTY BOARD OF SUPERVISORS

We, the undersigned, residents and neighbors of the Verano/Donald Street neighborhood, hereby declare that the county outreach program for the Springs Specific Plan was flawed and failed. No specific written notices were mailed to any property owners in the Verano/Donald Street neighborhood. We have been involuntarily excluded from having a voice at the table regarding future development, which will have significant impact on the safety, infrastructure and character of our neighborhood. We assert the principle of fairness, and declare that equal properties should be treated equitably. We reject proposals of re-zoning a few parcels in our neighborhood to accommodate the spot increased development of particular vacant land. We want the County Board of Supervisors to reject any plan currently being proposed by the Springs Specific Plan group, due to its failed outreach efforts and lack of inclusiveness. We seek a restart of the Springs Specific Plan process and petition that all future community discussions and or committees include Verano/Donald Street neighborhood representation.

NAME	ADDRESS	SIGNATURE
1. Kathleen Watson	18960 Melvin Ave	Kathleen Watson
2. Alice Fellows	18880 Melvin Ave	Alice Fellows
3. Anthony Mangikand	18915 Robinson Rd	Anthony Mangikand
4. ROBERT LAGE	627 VERANO AVE	Robert Lage
5. James Willburn	18871 Melvin Ave	James Willburn
6. Dushan Medan	750 Michael Dr	Dushan Medan
7. Vince Nevins	763 Michael Drive	Vince Nevins
8. RICHARD DREW	581 MICHAEL DR	Richard Drew
9. Timothy Walsh	833 Donald St	Timothy Walsh
10. John Leigh	805 Michael Drive	John Leigh
11. Paul Rockett	781 Ernest Drive	Paul Rockett
12. STEVE CANIGLIA	680 VERANO AVE	Steve Caniglia
13. Dolores Silva	18979 Robinson RD	Dolores Silva
14. Stephanie Gitti D. Vite	18796 Robinson Rd Sonoma, CA	Stephanie Gitti D. Vite
15. Charlotte Woodard	560 Michael Dr. Sonoma	Charlotte Woodard
16. Leanne Woodard	501 Michael Dr. Sonoma	Leanne Woodard
17. TOM REDMAYNE	18948 LOMITA AVE	Tom Redmayne
18. Paul Souza	807 MICHAEL DR.	Paul Souza
19. Mike White	18900 LOMITA AVE	Mike White
20. Katie White	18900 LOMITA AVE	Katie White

* Additional Signatures no. 21-260 provided upon request.

SCTA PDA Application Part 5 Narrative Springs Rural Community Investment Area

1. Introduction/Vision

An SCTA grant in the amount of \$450,000 is requested for the development of a Sonoma Springs Area Plan (the "Plan") with a broad objective to revitalize the area into a pedestrian and transit oriented mixed use corridor. Specific goals include: 1) realigning land uses to create greater mixed use and higher intensity residential development around new transportation opportunities; 2) facilitating an increase in bicycle/pedestrian paths and other alternative transportation options; and 3) evaluating automobile parking needs for residential and commercial uses, in the context of transit oriented development. A programmatic Environmental Impact Report will be prepared to analyze potential environmental impacts of the Plan and to streamline future development consistent with the Plan.

Rural Investment Area Profile

The Sonoma Springs area is a designated Rural Investment Area (RIA). The RIA includes the communities of Boyes Hot Springs, Fetters Hot Springs, El Verano, and Agua Caliente. These communities are a contiguous urbanized area located along the Scenic Highway 12 Corridor immediately northwest of the City of Sonoma. The core of these communities is served by public sewer and water, and contains a mixture of residential, office, and retail uses.

The Springs RIA area is approximately 160 acres and contains 451 housing units. Reports from the US Census Local Employment Dynamics website indicate that in 2010 there were 430 employed residents within the RIA and contained 277 jobs. The area has infill potential for up to an additional approximately 250 units through the Year 2040. With a 2% job growth rate the area could gain another 200+ jobs. The area is ethnically diverse and located within a former redevelopment area in the heart of the Sonoma Valley wine grape production area. Job opportunities in the area include retail and service sector jobs in the City of Sonoma, and agricultural and winery related jobs in the greater Sonoma Valley.

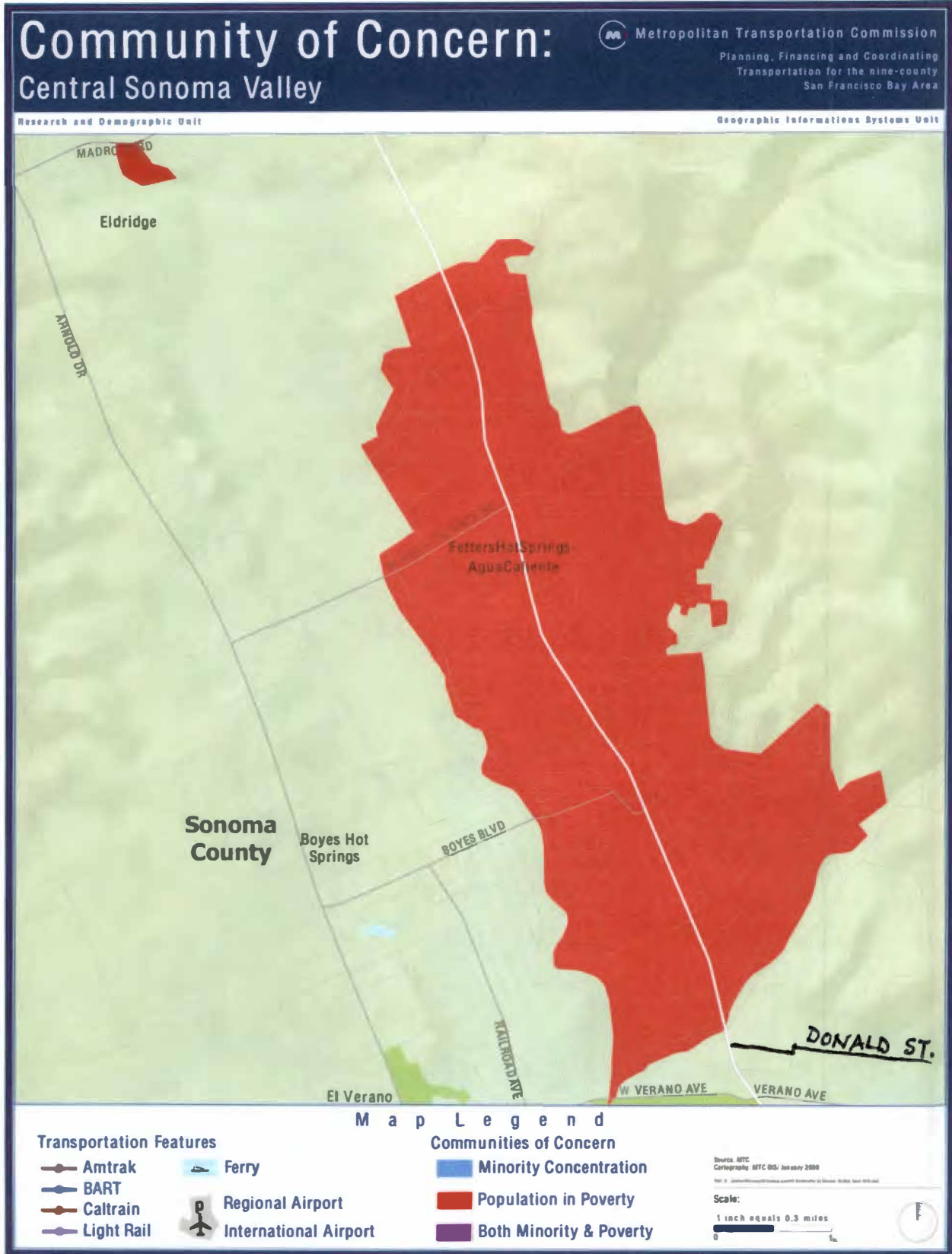
Vision

The Springs has developed over time without benefit of a cohesive planning process. The initial vision for the Plan is to create a land use model that promotes mixed use development with a variety of affordable housing opportunities, increases access to alternative transportation modes including safe pedestrian and bicycle routes, addresses automobile parking needs for residents and area visitors, and enhances the community identity of the Springs area. The Springs Area is an MTC identified "Community of Concern".

The RIA is part of the former Springs Redevelopment Area that has since been dissolved. The Plan will include an assessment of the planning goals contained within the former Redevelopment Plan. The project will include changes to land use and zoning to, at a minimum, increase residential densities and provide for a greater diversity of uses. A public engagement process will be necessary to fully define the vision and elements of the Plan.

2. Existing Policies

The goals of the Sonoma County General Plan Land Use Element align with ABAG's program to promote planning for "complete communities" that have a variety of homes, jobs, shops, services and amenities; that encourage accessibility by walking, biking, taking transit, and reducing commute times; and that improve social and economic equity.



Sonoma County PDA Investment & Growth Strategy

SCTA | RCPA

housing challenges, but also their commitment to affordability. Sebastopol has a robust set of affordability strategies; Rohnert Park, Santa Rosa, Sebastopol, and Unincorporated Sonoma County also have a wide range of policies.

All Sonoma County jurisdictions have a certified Housing Element—which is a requirement for receiving OBAG funds.

Table 1: Affordable Housing Policies by Sonoma County Jurisdiction

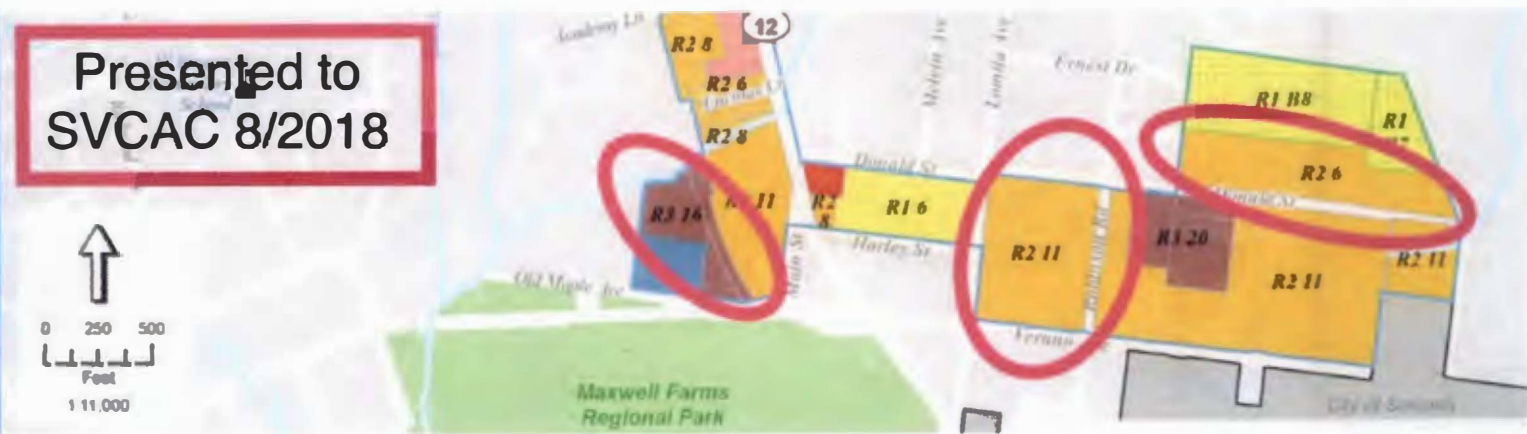
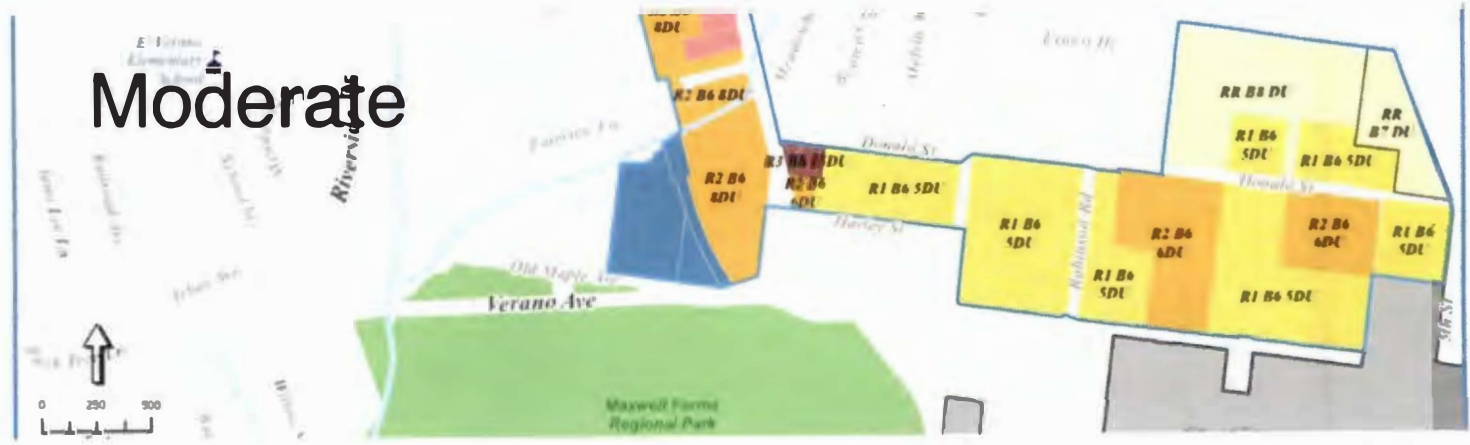
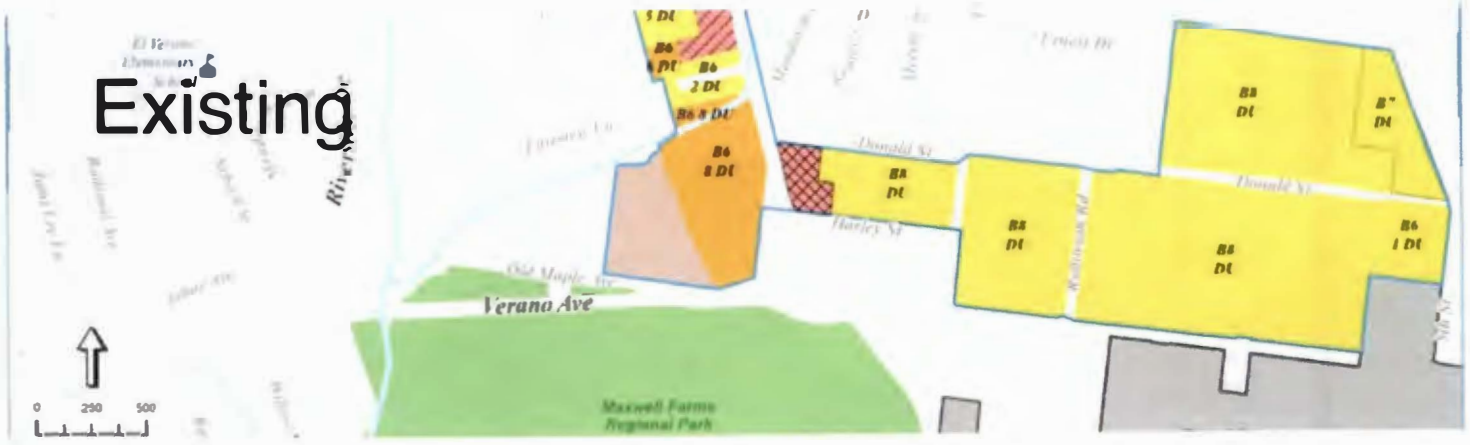
Jurisdiction	Housing Element Certification	Inclusionary Housing	Just Cause Eviction	Rent Control	Condo Conversion	Impact Fees	Density Bonus
Cloverdale	✓	✓					✓
Cotati	✓	✓					✓
Healdsburg	✓						✓
Petaluma	✓	✓		✓ (mobile homes)	✓	✓	✓
Rohnert Park	✓	✓		✓ (mobile homes)			✓
Santa Rosa	✓	✓		✓ (mobile homes)	✓	✓	✓
Sebastopol	✓	✓	✓	✓ (mobile homes)	✓	✓	✓
Sonoma	✓						✓
Windsor	✓	✓					✓
Unincorporated Sonoma County	✓	✓		✓ (mobile homes)		✓	✓

Other Anti-Displacement and Community Stabilization Strategies

PDA Investment and Growth Strategies are also encouraged to reflect policies that reduce displacement and increase community stabilization. Investment near transit can bring much-needed benefits to neighborhoods, but can also result in market-driven displacement of lower-income residents due to rising rents and conversion of rental units to condominiums. In addition to affordable housing policies and preservation strategies, regional agencies recognize other stabilization strategies, such as robust community involvement in planning processes—especially inclusive of low income residents and residents of color. While some PDA plans focus primarily on design and market considerations, others integrate these issues with affordable and mixed-income housing, economic opportunity, and community involvement. Current and future planning efforts provide an opportunity to add policies that will help insure that future development offers broad community benefits and does not displace existing low-income residents. These will be assessed in greater detail in a subsequent report.

Sonoma County Communities of Concern:

Communities of Concern (CoCs) have been identified as areas with special transportation needs associated with low-income, or otherwise disadvantaged communities. In Sonoma County these areas are currently defined as census tracts in which 30% or more of families have incomes between 0 - 200% of the federal poverty level (\$21,660 - \$74,020 total household income depending on family size).



SCIENCE

Data Pinpoints 14 California Towns Where an Emergency Escape Could Be a Problem

By Jeremy Siegel Aug 22, 2019



Vehicle abandoned by fleeing residents of the Butte County town of Paradise during the Camp Fire in November 2018. (Josh Edelson/AFP/Getty Images)

California has the second-largest number of small communities with limited evacuation routes when compared to other states, according to a new nationwide analysis of towns with populations under 40,000.

The study, conducted by San Francisco-based traffic analytics company StreetLight Data, identified 100 communities across the country with the most limited means of escaping

disasters like wildfires and hurricanes. It found that 14 of those communities are in California, second only to Florida's 20.

The study comes on the heels of the deadliest and most destructive blaze in California history, last November's Camp Fire, which killed 86 people and put into perspective some of the challenges facing rural communities with limited escape routes.

When the fast-moving blaze swept through Paradise — a Butte County town of roughly 27,000 — on an early Thursday morning, fleeing residents ended up caught in gridlocked traffic along Skyway, the main route out of town. Many people abandoned their vehicles and fled on foot. Some were found dead in their cars.

The new analysis marks an attempt to highlight the potential for similar situations in other small towns, according to StreetLight's Chief Technical Officer Paul Friedman.

Sponsored

"Transportation infrastructure, and sharing information about transportation options, is one part of the complex requirements of disaster and evacuation preparation," Friedman said. "We hope this data can be a useful support to those working in this challenging field."

In order to identify evacuation-challenged communities, StreetLight analyzed location data points from smartphones and GPS navigation devices in cars and trucks to identify trends in what routes people tend to use to exit their communities. They calculated which communities face the greatest challenges by determining what percentage of a population's daily trips take only one main exit, while also taking into account the number of alternative exits and the total population of an area, according to U.S. Census data.

What's not included in the analysis is the potential for natural disasters in a given area, according to StreetLight CEO Laura Schewel.

"This is purely the transportation data, because that's where we're really the experts, and we want to stay in our lane," she said. "What we hope is that this data can be mixed with people who have expertise about other risk factors ... and be part of the full picture of data-driven evacuation preparedness."

In essence, Schewel said, an emergency manager in a small town that's on the list could use the data from the analysis as a launching point for drawing up wildfire evacuation routes.

The following is a list of the California communities among the 100 most evacuation-limited in the country, according to StreetLight, in order:

Limited Evacuation Routes

The 14 California communities rated as having the most limited evacuation routes based on analysis on data from smartphones and GPS devices.

Community	County	Population	Routes
Coto de Caza	Orange	15,294	3
Bell Canyon	Ventura	2,049	2
Lompico	Santa Cruz	1,137	2
Ladera	San Mateo	1,426	2
Temescal Valley	Riverside	22,542	5
Knights Landing	Yolo	1,006	2
Coronado	San Diego	24,582	7
Oak Park	Ventura	13,811	4
Pine Canyon	Monterey	1,816	3
Fetters Hot Springs	Sonoma	4,099	3
Los Osos	San Luis Obispo	14,259	4
Brooktrails	Mendocino	3,251	4
Lake California	Tehama	3,054	4
Fillmore	Ventura	14,923	4

Chart: Dan Brekke/KQED • Source: StreetLight Data • Get the data • Created with Datawrapper

California's two most evacuation-constrained communities — Coto de Caza in Orange County and Bell Canyon in Ventura County — are both in the southern portion of the state and are both at-risk for wildfire: Coto de Caza is surrounded by burnable open space; Bell Canyon was hit hard by the Woolsey Fire in 2018.

The Bay Area is, for the most part, absent from the list, though that's likely due in part to the study's methodology.

StreetLight identified some small communities in the region with limited evacuation routes, including Ladera, a development adjacent to Portola Valley, near the Alpine Road exit off Interstate 280 on the edge of Silicon Valley, and Fetters Hot Springs, on Highway 12 just north of the town of Sonoma.

But because the analysis was limited to communities with populations under 40,000, larger towns and cities that may have areas with limited escape routes are missing from the list.

Oakland, for example, has some areas with the potential for both limited exit routes and high risk for fire.

During the East Bay Hills fire in October 1991, which killed 25 people, congestion was a major problem. A report on the blaze conducted by the U.S. Fire Administration found that as some roads were blocked down due to the spread of the fire, others "became clogged with cars and pedestrians." As in Paradise, some victims died after being trapped on narrow, blocked roads.

StreetLight's Schewel said the company chose to analyze only small towns because it feels those communities will benefit most from the research.

"We figured if we're going to put a bunch of information on the internet for free, the small towns who don't have the resources to do their own studies might get the most benefit out of that type of exercise," she said.

Schewel said this type of analysis could be conducted for a larger population center like Oakland, but in that case, it might be more helpful to analyze the area in smaller sections.

It's also important to note, Schewel said, that there's no silver bullet for evacuation planning.

"Data-driven planning is important, but we want to be very clear that this is not a magical robot that tells evacuation professionals what to do," she said. "It's — we hope — a helpful extra tool in the toolkit."

APPENDIX G: WATER SUPPLY ASSESSMENT

A. EXECUTIVE SUMMARY

The Water Supply Assessment (WSA) will provide information for use in the California Environmental Quality Act (CEQA) analysis for the proposed Springs Specific Plan (Specific Plan). The requirements for the WSA are described in the California Water Code Sections 10910 through 10915, amended by the enactment of Senate Bill 610 (SB 610) in 2002. SB 610 requires an assessment of whether available water supplies are sufficient to serve the demand generated by the new projects, as well as the reasonably foreseeable cumulative demand during normal year, single dry year, and multiple dry year conditions over the next 20 years.

This WSA builds on previous water demand projections created as part of the 2015 Urban Water Management Plan (UWMP) Water Demand Analysis and Water Conservation Measures Update worked on in conjunction with the eight other Sonoma-Marin Saving Water Partnership (SMSWP) Water Contractors and completed in July 2015. The projected demands with active and passive conservation savings from the SMSWP study were approved by Valley of the Moon Water District (the District) and presented in the 2015 UWMP submitted by the District in June 2016, after approval by its Board of Directors on June 7th. The supply information contained herein is based on the 2015 UWMP.¹

¹ ~~However, while~~ While the foregoing is accurate, the circumstances of the District's water supply have changed in 2019. The District lost its emergency water supply from the Sonoma Development Center (SDC). The use was authorized by the SWRCB on July 3, 2002 for fire or facility failure. The agreement with the CenterSDC was in place by December 2002 and existed until September 2019 when the State's General Services Department decided to close the SDC water treatment plant at the Center eliminating that supply. Without that waterIn the absence of that supply, the District only hascan produce only 450 gallons per minute (gpm)pm through its local supply sources, which is insufficient to pressurize its system and fill its tanks, in the event the Sonoma Aqueduct (Aqueduct) is damaged and Sonoma Water deliveries to the District are curtailed, which is not enough water to pressurize its system and fill its tanks if the Sonoma Aqueduct is damaged and cannot deliver water. The District's immediately available emergency water supply position may have beenwas further erodedreduced in October-NovemberFall 2019 when it had to cease the use of one of its well'swell, providing that was 20% of theits local supply, was taken out of service due to damage. The District will be video the well in December 2019evaluating the well in Winter 2019/Spring 2020 to determine if the well can be repaired, and if so, how longi, if repaired, the well can reasonably remain in production.

The District is diligently acting to develop alternative local sources of water. Without the Spring Specific Plan (SSP), the District requires over 800 gpm to just provide drinking water and basic sanitation. Further, bBased on the tests from then-SCWA reflecteddescribed -at page 48 in the 2015 UWMP-at page 48, the District needs-over-requires in excess of 1700 gpm to have a survivable level of water including basic fire flow. Given the conservation achieved by District residents-achieved since 2015, the District is comfortable in stating that for current customers 1500 gpm willis required to provide service adequate forallow human health, sanitation, and fire flow - if service through the aAqueduct is interrupted for any significant time. If the District's damaged well can be used for several more years, then the addition of another 400 gpm of new local water over the District's total current wells' production would allow current customers to have drinking water and sanitation with no outside use and little or no fire flow.

Additionally, the PlanSSP will impact water service tothe existing homes along the crest of the hills above it, the top of the District's Zone 1. Currently, tThese homes all-currently have lower service pressure and available fire flow than that provided in other Zones and the balance of Zone 1. Allowing building along the route ofas proposed in the SSPPlan, e.g. on Verano Ave, beforein advance of the District

The Springs Project is contained entirely within the service area of the District, which is located in the southeastern portion of Sonoma County, immediately north of the City of Sonoma. The WSA is based on the requirement of the Springs Project of approximately 209 acre-feet per year (AFY) of additional water demand. This project includes several land use and connection types as summarized below.

The 15 new neighborhood commercial connections include 8 new dwelling units and a net increase of 53,390 non-residential sq. ft. of development yielding approximately 17 AFY of additional demand.

The 82 new commercial connections include 120 hotel rooms and 72,245 new non-residential sq. ft. of development for an approximate net increase in demand of 39 AFY.

The 6 new commercial irrigation connections yield approximately 9 AFY of additional demand.

The 50 new mixed-use connections include 138 new dwelling units and a net increase of 123,621 non-residential sq. ft. of development yielding approximately 50 AFY of additional demand.

The 3 mixed-use irrigation connections will yield approximately 5 AFY of additional demand.

The 3 new recreational connections include a reduction of 3 dwelling units and a net increase of 26,648 sq. ft. of recreational use yielding approximately 9 AFY of additional demand.

The 131 medium density residential connections include 119 single family and 113 multifamily dwelling units for an additional demand of approximately 45 AFY.

The 31 high density residential connections include 310 new multifamily dwelling units yielding approximately 35 AFY of additional demand.

has putting a tank at the top of that Zone 1 into operation, s-hill will directly impact these customers' daily service and further reduce the already limited available fire flow.

Some of the foregoing requires immediate action, some can be managed over time.

As a result of these supply, storage, pressure, and fire flow issues, the District may be restricted in its future ability to sign-off on issue "will serve" letters for the impacted areas, that including the Springs Specific Plan SSP area. This caution and restriction These conditions will affect service and future issuance of will serve letters be in place until the District has secured and placed into operation additional in place local water sources for emergency service; and strategically placed storage at the top of Zone 1 to improve critical pressure and fire flow issues in the Plan SSP area.

The District appreciates the County's assistance and would greatly appreciate looks forward to the County's further direct assistance - in developing additional local sources of water to meet District emergency demands; and the need for development of a tank storage at the top of the eastern hills [Zone 1] to deliver and maintain adequate pressure and fire flow for customers in that area - as buildings are added within the Plan's area around the base of the eastern hillshill. With those changes in place the With the proposed infrastructure improvements in place, District would then have be in position to provide adequate regular normal service and emergency service water to support the Plan SSP; and pressures to maintain service pressure and fire flows to existing Zone 1 customers and the SSP.



**CAL FIRE HAZARD SEVERITY ZONES in
State Responsibility Area (SRA)**



- Moderate



- High



- (Dead)End of Michael Drive (it does not continue)



-(Dead) End of Donald



-Proposed high density housing

From: [Martha Silver](#)
To: [Martha Silver](#)
Subject: Resolution 2019-0567
Date: Thursday, February 13, 2020 3:41:31 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image008.png](#)
[12.17.19 Item 28 Reso 19-0567.pdf](#)
Importance: High

From: Melody Richitelli
Sent: Thursday, February 13, 2020 3:02 PM
To: 'bcrain@bayareametro.gov' <bcrain@bayareametro.gov>; 'blumacjazz@aol.com' <blumacjazz@aol.com>
Cc: Susan Gorin <Susan.Gorin@sonoma-county.org>; David Rabbitt <David.Rabbitt@sonoma-county.org>; Sheryl Bratton <Sheryl.Bratton@sonoma-county.org>; Suzanne Smith <suzanne.smith@scta.ca.gov>; Milan Nevajda <Milan.Nevajda@sonoma-county.org>; Jane Riley <Jane.Riley@sonoma-county.org>; Cecily Condon <Cecily.Condon@sonoma-county.org>; Tennis Wick <Tennis.Wick@sonoma-county.org>
Subject: Resolution 2019-0567
Importance: High

Mr. Crain,

On behalf of Tennis Wick:

On 17 December 2019, the Board of Supervisors adopted unanimously (Supervisor Rabbitt absent) the attached resolution directing staff to apply for the Priority Development Area placetype to replace the to-be-defunct Rural Community Investment Area placetype so that the Springs Specific Plan may be concluded later this year.

On behalf of the County of Sonoma and Permit Sonoma, I thank MTC for your support and partnership in this important work.

Regards,

Melody Richitelli

Administrative Aide

www.PermitSonoma.org

County of Sonoma

2550 Ventura Avenue, Santa Rosa, CA 95403

Direct: 707-565-1925 |

Office: 707-565-1900 | Fax: 707-565-1103



***OFFICE HOURS:** Permit Sonoma's public lobby is open Monday through Friday from 8:00 AM to 4:00 PM, except Wednesday's: open from 10:30 AM to 4:00 PM.*



County of Sonoma
State of California

THE WITHIN INSTRUMENT IS A
CORRECT COPY OF THE ORIGINAL
ON FILE IN THIS OFFICE.

ATTEST: DEC 17 2019

SHERYL BRATTON, Clerk/Secretary
BY 
DEPUTY CLERK/ASST. SECRETARY

Date: December 17, 2019

Item Number: 28

Resolution Number: 19-0567

4/5 Vote Required

**Resolution of the Board of Supervisors of the County Of Sonoma, State Of California,
Nominating the Springs Specific Plan Area as a Priority Development Area to the Association
of Bay Area Governments & Metropolitan Transportation Commission for Inclusion into Plan
Bay Area 2050.**

Whereas, Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008, defines implementation requirements to reduce greenhouse gas emissions from vehicles through better coordination between transportation and land use planning; and

Whereas, SB 375 requires each regional planning area to prepare a "Sustainable Communities Strategy" (SCS) in the regional transportation plan that demonstrates how the region will meet the greenhouse gas emission targets; and

Whereas, the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) together are the governmental agencies responsible for planning, financing and coordinating transportation and land use planning for the nine-county San Francisco Bay Area, including preparation of the SCS; and

Whereas, MTC/ABAG adopted Plan Bay Area 2040 on July 26, 2017, the current Regional Transportation Plan and Sustainable Communities Strategy for the nine-county Bay Area; and

Whereas, MTC/ABAG are currently preparing Plan Bay Area 2050 (the Plan), an update to Plan Bay Area 2040 that will outline strategies for growth and investment through 2050; and

Resolution #19-0567
December 17, 2019
Page 2

Whereas, MTC/ABAG are creating a Regional Growth Framework to be used in the Plan;

Whereas, this Framework includes locally nominated Priority Development Areas (PDAs) as locations to coordinate local and regional planning for housing, jobs, and future investment; and

Whereas, jurisdictions with PDAs have access to regional funding dedicated to planning and infrastructure improvements within PDAs; and

Whereas, the Springs Specific Plan Area was previously designated as a "Rural Community Investment Area," a Priority Development Area placetype; and

Whereas, the County was awarded a PDA grant for the development of a Specific Plan for the area and the Springs Specific Plan is currently in process; and

Whereas, the Springs Specific Plan area (depicted generally in Exhibit A to this resolution) meets all the required "Connected Community" PDA criteria as follows: (1) the area is within an urbanized area; (2) a Specific Plan for housing growth, including affordable housing, and job growth will be adopted before 2025; (3) the area is served by an existing or planned bus route with peak headways of 30 minutes or less; and (4) the Specific Plan will include two or more policies related to the reduction of vehicle miles traveled.

Now, Therefore, Be It Resolved that the Board of Supervisors submit a nomination to MTC/ABAG to designate the Springs Specific Plan Area as a PDA for inclusion within Plan Bay Area 2050.

Adopted December 17, 2019 by the Board of Supervisors of the County of Sonoma by the following vote:

Supervisors:

Gorin: Aye Zane: Aye Gore: Aye Hopkins: Aye Rabbitt: Absent

Ayes: 4 Noes: 0 Absent: 1 Abstain: 0

So Ordered.

