375 Beale Street
Suite 700
San Francisco, California
94105

Meeting Agenda - Final

ABAG Administrative Committee

Chair, David Rabbitt, Supervisor, County of Sonoma
Vice Chair, Jesse Arreguin, Mayor, City of Berkeley

Wednesday, May 22, 2019 | **10:30 AM** | **Board Room - 1st Floor**

Association of Bay Area Governments
Administrative Committee

Special Meeting
The ABAG Administrative Committee may act on any item on the agenda.
The meeting is scheduled to begin at 10:30 a.m.,
or immediately following the preceding MTC Commission meeting, whichever is later.
Agenda, roster, and webcast available at https://abag.ca.gov
For information, contact Clerk of the Board at (415) 820-7913.

Location
Bay Area Metro Center, 375 Beale Street, Golden Gate Conference Room 8102, San Francisco, California
Teleconference Locations
Office of Mayor Jesse Arreguin, 2180 Milvia Street, 5th Floor, Berkeley, California
Napa County Administration Building, 1195 Third Street, Suite 310, Napa, California

Roster
Jesse Arreguin, Cindy Chavez, David Cortese, Scott Haggerty, Jake Mackenzie, Karen Mitchoff, Raul Peralez, Julie Pierce, David Rabbitt, Belia Ramos

1. Call to Order / Roll Call / Confirm Quorum

2. Public Comment

Information

3. Committee Announcements

Information

4. Chair's Report

Information

5. Adoption of Resolution No. 02-19 Approval of the Plan Bay Area 2050 - Regional Growth Strategies Framework Revisions: Next Steps

5. 19-0629 Adoption of Resolution No. 02-19 Approval of the Plan Bay Area 2050 - Regional Growth Strategies Framework Revisions: Next Steps

Action: Approval

Presenter: Mark Shorett and Christy Lefall

Attachments:
- Item 5 Summary Regional Growth Framework Revisions.pdf
- Item 5 Attachment A Resolution 2019 02 Regional Growth Framework v2.pdf
- Item 5 Attachment B PBA50_Regional Growth Framework_PDAPCAPPA_Upda
- Item 5 Attachment C PBA50_Regional Growth Framework_PDAPCAPPA_Pres
- Item 5 Attachment D Table D1 D2 Combined.pdf
- Item 5 Attachment E Table D1.pdf
- Item 5 Attachment F PBA50_Regional Growth Framework_PDAPCAPPA.pdf
- Item 5 Attachment G PBA50_Regional Growth Framework_PDAPCAPPA.pdf
- Item 5 Attachment H PBA50_Regional Growth Framework_PDAPCAPPA.pdf
- Item 5 Attachment I Comment Letter-SPUR-Plan Bay Area Regional Growth Fra

6. Adjournment / Next Meeting

The next meeting of the ABAG Administrative Committee is on June 14, 2019.

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章：MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el Titulo VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	19-0629	**Version:**	1	**Name:**	
Type:	Report			**Status:**	Committee Approval
File created:	5/20/2019			**In control:**	ABAG Administrative Committee
On agenda:	5/22/2019			**Final action:**	
Title:	Adoption of Resolution No. 02-19 Approval of the Plan Bay Area 2050 - Regional Growth Strategies Framework Revisions: Next Steps				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	Item 5 Summary Regional Growth Framework Revisions.pdf Item 5 Attachment A Resolution 2019 02 Regional Growth Framework v2.pdf Item 5 Attachment B PBA50_Regional Growth Framework_PDAPCAPPA_Updated per Alix Item 5 Attachment C PBA50_Regional Growth Framework_PDAPCAPPA_Presentation v2.pdf Item 5 Attachment D Table D1 D2 Combined.pdf Item 5 Attachment E Table D1.pdf Item 5 Attachment F PBA50_Regional Growth Framework_PDAPCAPPA.pdf Item 5 Attachment G PBA50_Regional Growth Framework_PDAPCAPPA.pdf Item 5 Attachment H PBA50_Regional Growth Framework_PDAPCAPPA.pdf Item 5 Attachment I Comment Letter-SPUR-Plan Bay Area Regional Growth Framework 05.03.19.pdf				

Date	Ver.	Action By	Action	Result

Adoption of Resolution No. 02-19 Approval of the Plan Bay Area 2050 - Regional Growth Strategies Framework Revisions: Next Steps

Mark Shorett and Christy Lefall

Approval

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Association of Bay Area Governments

Administrative Committee

May 22, 2019 **Agenda Item 5**

Adoption of Resolution No. 02-19, Approval of the Plan Bay Area 2050 – Regional Growth Framework Revisions: Next Steps

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Subject: Adoption of Resolution No. 02-19, Approval of the Plan Bay Area 2050 – Regional Growth Framework Revisions: Next Steps

Background: This Resolution was referred by the ABAG Administrative Committee for Executive Board approval at its May 10, 2019 meeting. At that meeting, the MTC Planning Committee referred an identical MTC resolution to the Commission for approval at its May 22, 2019 meeting. The Resolution reflects six months of engagement with the Joint MTC Planning and ABAG Administrative Committee, the ABAG Regional Planning Committee, the Regional Advisory Working Group, local planning and County Transportation Agency (CTA) staff, and other stakeholders.

The summary text below and attachments were included in the packet presented to that Committee.

At its meeting on May 16, the ABAG Executive Board lost a quorum of members before this item and was not able to take action on adopting the resolution approving the Regional Growth Framework revisions.

Issues: **Priority Development Areas – Status and Performance**. The Horizon Regional Growth Strategies Perspective Paper assessed the region's progress toward implementing the current Regional Growth Framework – a look back at how we've done. While there have been notable successes, many PDAs do not meet the program transit criteria and half of all state-designated Transit Priority Areas (TPAs, or transit-rich locations) have not been nominated by a local jurisdiction to become a PDA. As we chart a path forward, it was equally important to assess the performance of the PDAs against the Horizon Guiding Principles. From that performance analysis, residents of PDAs face disproportionately higher levels of displacement risk and limited access to opportunity. **Attachments D and E** provide detailed information about the status and performance of each PDA, respectively.

Priority Development Areas – Path Forward. The regional planning landscape has changed significantly in the past decade, with an escalating housing crisis, growing recognition of the importance of equity and resilience, and new transportation technologies setting the stage for a more comprehensive approach to shaping the Bay Area's growth.

To reflect this reality, staff proposes updating the definition of a PDA as: *an infill location that is planned for significant housing and job growth, offers a suite of mobility options which enable residents to live a car-free or car-light lifestyle, and promotes greater opportunity for all, regardless of race or income.* To operationalize this new definition and to provide greater flexibility for local jurisdictions to meet program guidelines, staff proposes establishing two categories of PDAs:

- **Transit-Rich PDA**
- ✓ PDA Plan for housing and job growth, including affordable housing, adopted or to be completed by 2025; and
- ✓ High-Quality Transit: at least 50% of land in PDA is within ½ mile of an existing or planned rail station, ferry terminal, or bus line with headways of no more than 15 minutes in peak periods (i.e., Transit Priority Area).
- **Connected Community PDA**
- ✓ PDA Plan for housing and job growth: adopted, or to be completed no later than 2025; and
- ✓ Basic Transit: at least 50% of land in PDA is within ½ mile of an existing or planned bus line with headways of no more than 30 minutes in peak periods, and one of the following:
- ✓ High Resource: located in a high resource area (HRA) as defined by the California Department of Housing and Community Development (HCD); <u>or</u>
- ✓ Supportive Policies: adoption, or commitment to adopt, two or more policies shown to reduce vehicle miles traveled, described in greater detail in **Attachment F** by January 2020.

For PDAs that do not meet the updated transit requirements, staff proposes allowing CTAs and local jurisdictions until September 2019 to identify one or more improvements[i] necessary to meet at least the Connected Community standard. Staff proposes providing until September 2019 for jurisdictions without PDA Plans to provide an expected start and adoption date for a Plan.

Priority Conservation Areas (PCAs): No changes are proposed to the definition or criteria for PCAs at this time.

Priority Production Areas (PPAs): PPAs are proposed to be advanced through a pilot program in Plan Bay Area 2050, with an opportunity for further refinement post-Plan adoption in 2021. Staff proposes adoption of the following criteria for PPAs:

- ✓ Zoned for industrial use or has a high concentration of industrial activities, and
- ✓ Does not overlap with a PDA and does not include land within one-half mile of a regional rail station, and
- ✓ The local jurisdiction has a certified Housing Element

Detailed information about the proposed PPA program is included in **Attachment H**.

Next Steps: Staff request that the ABAG Administrative Committee adopt Resolution No. 02-19, which makes the revisions to the Regional Growth Framework described in this summary and its attachments. Following adoption, ABAG/MTC staff will engage local jurisdiction and CTA staff, as well as elected officials, to advance new PDAs, PPAs and PCAs, and to ensure existing PDAs meet program standards.

Recommended Action: The ABAG Administrative Committee is requested to adopt Resolution No. 02-19.

Attachments:
Attachment A: ABAG Resolution 02-19
Attachment B: Overview of Proposed Framework Geographies
Attachment C: Presentation
Attachment D: Status of Current PDAs - Program Criteria and Housing Permits
Attachment E: Performance of Current Priority Development Areas (PDAs) - Key Indicators
Attachment F: Supportive VMT-Reduction Policies
Attachment G: Priority Conservation Areas (PCAs) Overview
Attachment H: Proposed Priority Production Area (PPA) Pilot Program Overview
Attachment I: SPUR Comment Letter

Reviewed:

Therese W. McMillan

[i] Including capital and operating costs

ASSOCIATION OF BAY AREA GOVERNMENTS
ADMINISTRATIVE COMMITTEE

RESOLUTION NO. 02-19

Re: Approval of the Plan Bay Area 2050 – Regional Growth Framework Revisions: Next Steps

ABSTRACT

This resolution updates the Regional Growth Framework by (1) revising the definition and criteria for Priority Development Areas (PDAs), and (2) establishing a definition and criteria for Priority Production Areas (PPAs). No changes are made to Priority Conservation Area (PCA) criteria. In addition, the resolution authorizes staff to open a submission window for local jurisdictions to nominate new or modified PDAs, new or modified Priority Conservation Areas (PCAs), and new PPAs through a pilot program.

Further discussion of this subject is contained in the Planning Committee Summary Sheet dated May 10, 2019 and the Administrative Committee Summary Sheet dated May 22, 2019.

ASSOCIATION OF BAY AREA GOVERNMENTS
ADMINISTRATIVE COMMITTEE

RESOLUTION NO. 02-19

Re: Approval of the Plan Bay Area 2050 – Regional Growth Framework Revisions: Next Steps

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; 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 2017) (MTC Resolution No. 4300 and ABAG Resolution No. 10-17); and

WHEREAS, Plan Bay Area 2013 and Plan Bay Area 2017 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 70% of new homes would be built in PDAs and development would not occur in PCAs; and

WHEREAS, the feasibility of implementing the Regional Growth Framework, including the projected levels of growth in PDAs in Plan Bay Area 2013 and Plan Bay Area 2017, was analyzed in the 2015 PDA Assessment and 2019 Horizon Regional Growth Strategies Perspective Paper, respectively, and both documents recommended

revisions to the Regional Growth Framework to improve implementation of the upcoming Plan Bay Area 2050; and

WHEREAS, the Plan Bay Area 2040 Action Plan included an action to Establish Criteria for Priority Production Areas (PPAs); 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 for comment 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 Horizons Regional Growth Strategies Perspective Paper, provided the basis for specific revisions to the criteria for PDAs and PPAs; and

WHEREAS, Attachment A to this Resolution, attached hereto and incorporated herein as though set forth at length, establishes an updated definition and criteria for PDAs and a definition and criteria for PPAs through a pilot program, and does not modify the existing PCA definition and criteria (ABAG Resolution No. 12-14); and

WHEREAS, ABAG/MTC staff intend to open an application period for local jurisdictions to nominate new or modified PDAs and PCAs, and to nominate PPAs; now, therefore, be it

ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 02-19

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 definition and criteria for PDAs and PPAs in Attachment A, and authorizes staff to open an application period for local jurisdictions to nominate new or modified PDAs and PCAs, and to nominate new PPAs, which may include a submission period for Letters of Interest followed by formal nomination and adoption by MTC and ABAG.

The foregoing was adopted by the Administrative Committee this 22nd day of May 2019.

David Rabbitt
President

Certification of Administrative Committee 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 Administrative Committee of the Association at a duly called meeting held on the 22nd day of May, 2019.

Frederick Castro
Clerk of the Board

Priority Development Area (PDAs): Definition and Criteria

Definition
Priority Development Areas (PDAs) are defined as follows:

- PDAs are **infill locations planned for significant housing and job growth.**
- PDAs help to reduce greenhouse gas emissions by **offering a suite of mobility options** that enable residents to live a car-free or car-light lifestyle.
- PDAs promote **greater opportunity for all**, regardless of race or income.

Eligibility Criteria
Eligibility criteria for designation as a Priority Development Area (PDA) are shown below. The first set of criteria apply to both categories of PDAs, Transit-Rich and Connected Community. The second set apply only to Transit-Rich PDAs, while the third set of criteria apply only to Connected Community PDAs.

1) **Eligibility Criteria Applicable to All PDAs**
   All Priority Development Areas must meet the following criteria:

   - **Locally-Nominated** – The PDA is nominated by the local government with land use authority[1] over the geographic area in which it is located, demonstrated by a resolution of support adopted by its governing body.[2]
   - **Infill** – The area is fully within an existing urbanized area, and lies within an urban growth boundary or limit line if one is established.
   - **Planned** – A plan for significant housing growth and/or housing and employment growth at transit-supportive densities has been adopted for the majority of the area by the governing body of the jurisdiction in which the PDA is located, such as a specific, precise, or area plan. In addition, this plan is reflected in the jurisdiction's general plan, zoning ordinance and either a certified environmental impact report, standard conditions of approval, or other environmental document that facilitates development consistent with the plan.

   Furthermore, a PDA must either meet the criteria outlined under Transit-Rich PDAs or the criteria outlined under Connected Community PDAs.

[1] This includes, but is not limited to, adopting a zoning ordinance and reviewing development applications.
[2] In advance of formal applications, staff may periodically accept Letters of Interest that include general information about a PDA, and may be submitted by local government staff, such as a Planning Director, Community Development Director, or designee.

2) **Eligibility Criteria Applicable to Transit-Rich PDAs**
In addition to criteria applicable to all Priority Development Areas, Transit-Rich PDAs must meet the following criteria:

- **High-Quality Transit -** At least fifty percent of area is within a one-half mile radius of any of the following:
    - Existing rail station; or
    - Planned rail stations in the most recently adopted fiscally-constrained Regional Transportation Plan; or
    - Ferry terminals with bus or rail service; or
    - Planned ferry terminal with bus or rail service in the most recently adopted fiscally-constrained Regional Transportation Plan; or
    - Bus stop served by at least one route with peak headways of 15 minutes or less during the morning and evening peak commute periods, defined as 6AM to 10AM and 3PM to 7PM, respectively.

3) **Eligibility Criteria Applicable to Connected Community PDAs**
In addition to criteria applicable to all Priority Development Areas, Connected Community PDAs must meet the following criteria:

- **Not Served by High-Quality Transit –** The area is beyond a one-half mile radius of transit service that meets the "high-quality transit" criteria for Transit-Rich Priority Development Areas
- **Basic Transit –** The area is within a half-mile radius of a bus stop served by at least one route with headways of 30 minutes or less during both the morning and evening peak commute periods, defined as 6AM to 10AM and 3PM to 7PM, respectively.
- **High Opportunity or VMT-Reduction Policies** – The area meets at least one of the following:
    - At least fifty percent of the area is within a census tract defined as "High" or "Highest" Resource on the most recent Opportunity Map adopted by the State of California Department of Housing and Community Development (HCD); or
    - The jurisdiction in which the area is located has adopted at least two policies demonstrated to reduce Vehicle Miles Traveled (VMT), which may include:
        - Parking and Transportation Demand Management (TDM) ordinance that includes monitoring and enforcement.
        - Development impact fee to be added to a fund that can be invested in citywide VMT-reduction investments.
        - Prioritization of planning and implementation of Class II or better bike infrastructure and safe, pedestrian-scaled streets.
        - Vision Zero and universal design standards.
        - Prioritization of curb space for reliable transit and shared modes.
        - Another policy documented by peer-reviewed research to achieve significant VMT reduction.

The definition and criteria for PDAs may be revised periodically.

ATTACHMENT A
ABAG RESOLUTION NO. 02-19

Priority Production Areas (PPAs): Definition and Criteria

The definition and eligibility criteria shown below will apply to the Priority Production Area (PPA) pilot program in Plan Bay Area 2050, with potential refinement following adoption of the Plan in 2021.

Definition

Priority Production Areas (PPAs) are defined as follows:

- PPAs are industrial areas of importance to the regional and local economies that encourage middle-wage job opportunities.
- PPAs are locally-designated places where industrial jobs (including manufacturing and supply chain services such as warehousing, distribution and repair) are a priority consideration in determining future land use.
- PPAs have broad community support for continued industrial activity that face pressure for conversion to higher-value uses.

Eligibility Criteria

PPAs must meet all of the following criteria:

- **Locally-Nominated** – The PPA is nominated by the local government with land use authority[3] over the geographic area in which it is located, demonstrated by a resolution of support adopted by its governing body.[4]
- **Infill** – The area is fully within an existing urbanized area, and lies within an urban growth boundary or limit line if one is established.
- **Prioritized for Industrial Use -** The area is zoned for industrial use[5] or has a high concentration of industrial activities.
- **Supports Regional Growth Framework –** The area does not overlap with PDAs and does not include land within one-half mile of a regional rail[6] station.
- **Certified Housing Element -** The jurisdiction in which the PPA is located has a certified housing element.

The definition and criteria for PPAs may be revised periodically.

[3] This includes, but is not limited to, adopting a zoning ordinance and reviewing development applications.
[4] In advance of formal applications, staff may periodically accept Letters of Interest that include general information about a PDA, and may be submitted by local government staff, such as a Planning Director, Community Development Director, or designee.
[5] This could include, but is not limited to, industrial zoning, zoning controls that maintain industrial activities in a mixed use area, interim controls protecting existing industrial uses.
[6] Regional rail is defined as heavy, commuter, or intercity rail, including but not limited to BART, Caltrain, SMART, ACE, and Amtrak.

PLAN BAY AREA 2050

***Plan Bay Area 2050:* Regional Growth Framework Update – Overview of Existing and Proposed Geographies**

This attachment provides a summary of key changes proposed to the Growth Framework, and an overview of the Geographies included in the current and proposed Framework. Proposed action related to each Geography is outlined in **Attachment B**.

Table A1. Summary of Key Proposed Changes to Regional Growth Framework

	Designation		
	Priority Development Areas	**Priority Conservation Areas**	**Priority Production Areas**
Key Proposed Changes	• **PDA Categories:** Establishes **Transit-rich** and **Connected Community** categories *(see Table A2 for detailed criteria)*, which apply to existing and proposed PDAs • **Planning:** Defines plan requirement and adoption timeline • **Transit:** More frequent service required for Transit-rich PDAs than current PDAs; less frequent service required for Connected Community PDAs • **Equity:** State-designated High Resource Areas (HRAs) eligible for Connected Community PDA designation if transit criteria met • **VMT-Reduction:** Areas outside HRAs meeting Connected Community transit criteria required to implement policy from menu of VMT-reduction measures	No change *(see Table A2 for detailed criteria*	New designation *(see Table A2 for detailed criteria)*

Table A2. Overview of Current and Proposed Regional Growth Framework Designations

Designation		Criteria	Additional Information
Current Designations (all require resolutions of support from jurisdiction with land use authority)	Priority Development Area (PDA)	• Within urbanized area, and • Planned for significant housing growth, including affordable housing, and • Served by an existing or planned rail station, ferry terminal, or bus stop served by a route, or routes, with peak headways of 20 minutes or less	Interactive map of current PDAs is available here.
	Priority Conservation Area (PCA)	• Provide regionally significant agricultural, natural resource, scenic, recreational, and/or ecological values and ecosystem functions, demonstrated through adopted plans and recognized data sources such as the Conservation Lands Network (CLN), and • Require protection due to pressure from urban development or other factors, and	Interactive map of current PCAs is available here.

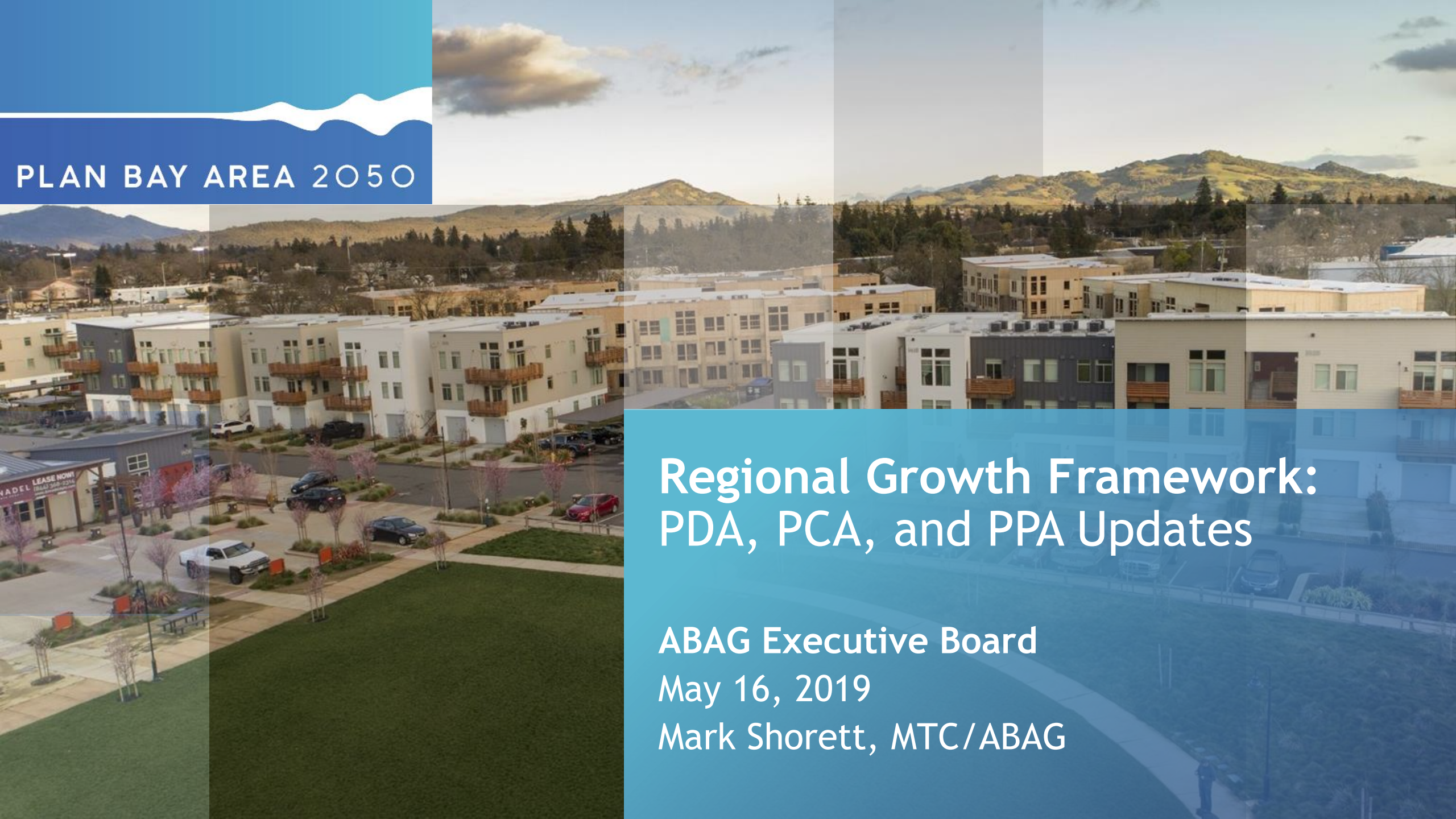
		• Fall into one or more PCA designation category: Natural Landscapes, Agricultural Lands, Urban Greening, and Regional Recreation	
Proposed Designations (all require resolutions of support from jurisdiction with land use authority)	Transit-rich PDA	• Within urbanized area, and • Specific, precise, or equivalent Plan for housing and job growth adopted, or to be adopted no later than 2025, and • The majority of land is within one-half mile of an existing or planned[i] rail station, ferry terminal, or intersection of 2 or more bus routes with peak headways of 15 minutes or less. *(Meets state definition for Transit Priority Area)*	Transit criteria is consistent with the state definition of a Transit Priority Area (TPA); a map of Bay Area TPAs, some of which are PDAs, is available here.

	Connected Community PDA	• Specific, precise, or equivalent Plan for housing and job growth adopted, or to be adopted no later than 2025, and
		• The majority of land is within ½ mile of an existing or planned bus line with headways of no more than 30 minutes in peak periods, and
		• One of the following:
		  ○ Located in a High Resource Area (HRA) as defined by the California Department of Housing and Community Development (HCD), or
		  ○ Adoption, or commitment to adopt, two or more policies shown to reduce vehicle miles travelled (VMT) (menu of policies in **Attachment E)**
			High Resource Areas are identified on HCD- adopted Opportunity Maps. The detailed methodology used to determine these areas, and a current map, are available here. Note that only HRA that meet transit criteria are eligible for designation as Connected Community PDAs.

	Priority Production Area (PPA)	• Zoned for industrial use or has a high concentration of Production, Distribution and Repair (PDR) activities, and • Does not overlap with a Priority Development Area and does not include land within one-half mile of a regional rail station[ii], and • Jurisdiction has a certified Housing Element	More information PDR, and San Francisco's effort to support PDR activities, is available here.
	PCA	No change	

[i] Included in most recently adopted fiscally constrained Regional Transportation Plan (RTP)
[ii] Includes existing and planned service; includes BART, Caltrain, ACE, SMART, Amtrak, and any future heavy/commuter/intercity rail systems.

PLAN BAY AREA 2050



Regional Growth Framework: PDA, PCA, and PPA Updates

ABAG Executive Board

May 16, 2019

Mark Shorett, MTC/ABAG

At your last meeting, we discussed **potential updates** to the Regional Growth Framework.

Key Challenge with Framework	**Potential Update** for Plan Bay Area 2050
Many PDAs do not meet program criteria for transit and local planning.	**Require all PDAs to be consistent** with program guidelines by 2020.
Not enough housing is being produced, particularly low- and middle-income.	Invite local jurisdictions to **submit new or modified PDAs in 2019**; increase regional support.
Strong local interest in nominating new Priority conservation areas (PCAs).	Invite local jurisdictions and partner organizations to **submit new or modified PCAs in 2019**.
Industrial land and **middle-wage jobs** are not well-integrated into the current framework.	Establish a **Priority Production Area** (PPA) pilot program and allow local jurisdictions to submit PPAs in 2019.
The **more ambitious GHG target** for Plan Bay Area 2050 may be difficult to reach.	Integrate **Transit Priority Areas** (TPAs) into the regional growth framework.
Many PDAs face **displacement risk** and lack **quality schools** and community resources.	Integrate **High-Resource Areas** (HRAs) with adequate transit service into the regional growth framework.
Priority areas are **at risk** from sea level rise, wildfires, earthquakes, and more.	Focus on **strategies and guidelines** to protect the final set of priority areas in the Preferred Plan.

To inform the update, you asked for **additional information** about Priority Development Area (PDA) status and performance.

Consistency with Criteria: PDAs by County

1

PDA Consistency with Existing Criteria - by County *(DRAFT)*

	Alameda	Contra Costa	Marin	Napa	San Francisco	San Mateo	Santa Clara	Solano	Sonoma	ALL
Transit: **Yes** Planning: **Yes**	57%	21%	50%	0%	67%	64%	71%	17%	33%	**49%**
Transit: **Yes** Planning: No	20%	3%	0%	0%	25%	18%	15%	0%	8%	**13%**
Transit: No Planning: **Yes**	20%	59%	0%	100%	8%	18%	7%	50%	58%	**29%**
Transit: No Planning: No	4%	18%	50%	0%	0%	0%	7%	33%	0%	**9%**

Shaded cells indicate categories where a county's share is greater than the regional average.

15 PLAN BAY AREA 2050

Today, we are **providing that information** and **requesting approval** of **detailed updates** to the Framework.

Proposed New Criteria

PDA PLAN

Planned for growth
Plan must be completed by 2025

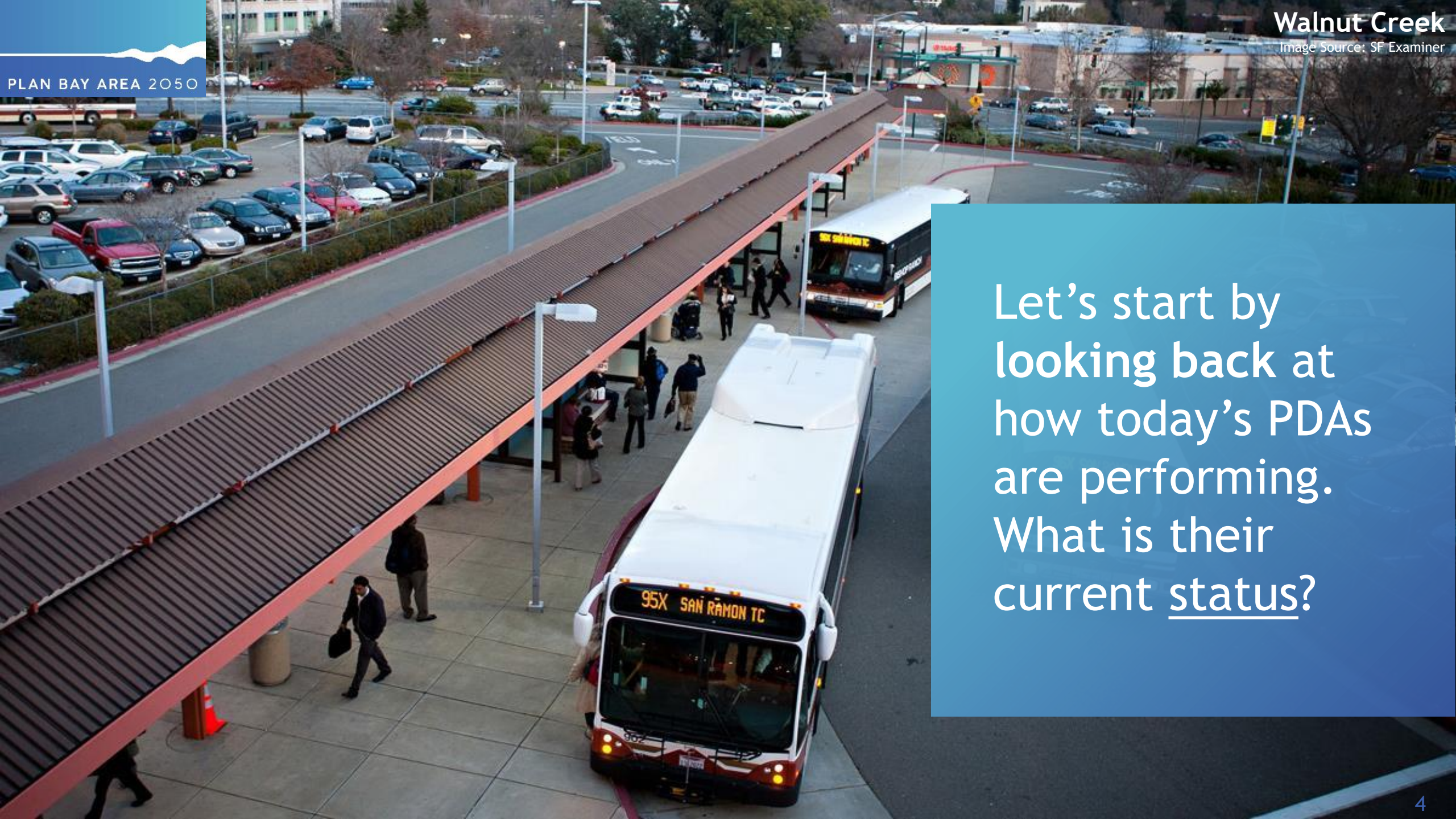
Create **two tiers** to allow greater flexibility, incorporating new mobility & equity into the mix

PDAs that do not already align with one of the two tiers would need to address this by late 2019.

PLAN BAY AREA 2050

Guide to Today's Presentation & Your Packet

Section	For **Detailed Information:**
PDA Implementation Status	Attachment C
PDA Performance	Attachment D
Framework Update Proposal	Attachment E, A
Priority Conservation Areas	Attachment F
Priority Production Areas	Attachment G



Walnut Creek

Image Source: SF Examiner

Let's start by **looking back** at how today's PDAs are performing. What is their current <u>status</u>?

What is the **implementation status** of current PDAs?

Attachment C *includes data on individual PDAs.*

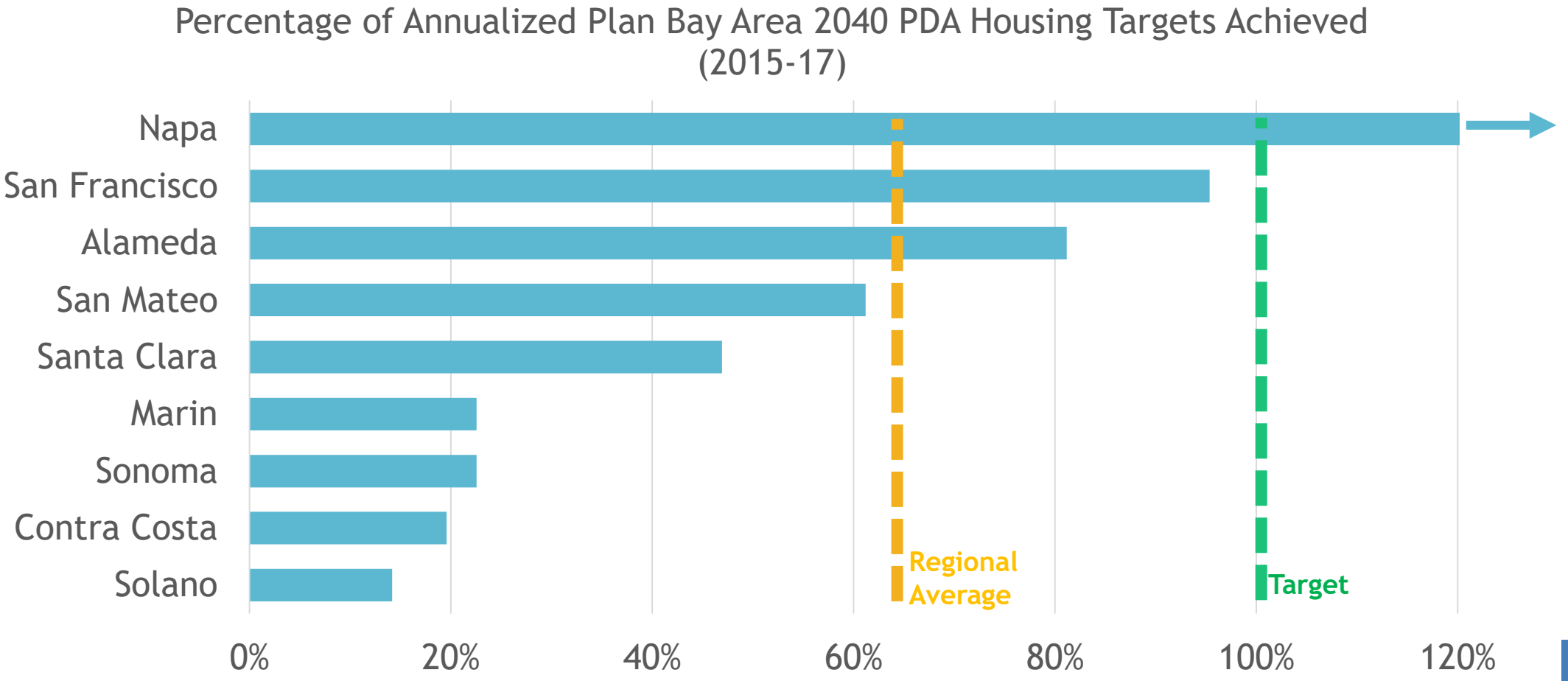
Implementation Action	Definition
Permitted Housing	Housing permits issued, 2015-2017
Frequent Transit	Rail station, ferry terminal, or bus line with ≤20 minute peak period headways
Planned for Housing	Adopted Specific or Precise Plan

Current PDA Criteria

PLAN BAY AREA 2050

Permitted Housing:

Progress varies by county, but we remain behind at a regional level.



	2015-17 PDA Permits*
Napa	200
San Francisco	12,300
Alameda	13,200
San Mateo	2,800
Santa Clara	9,400
Marin	30
Sonoma	300
Contra Costa	1,300
Solano	100

Data for individual PDAs provided in Attachment C

*Rounded to nearest 100, except Marin

PLAN BAY AREA 2050

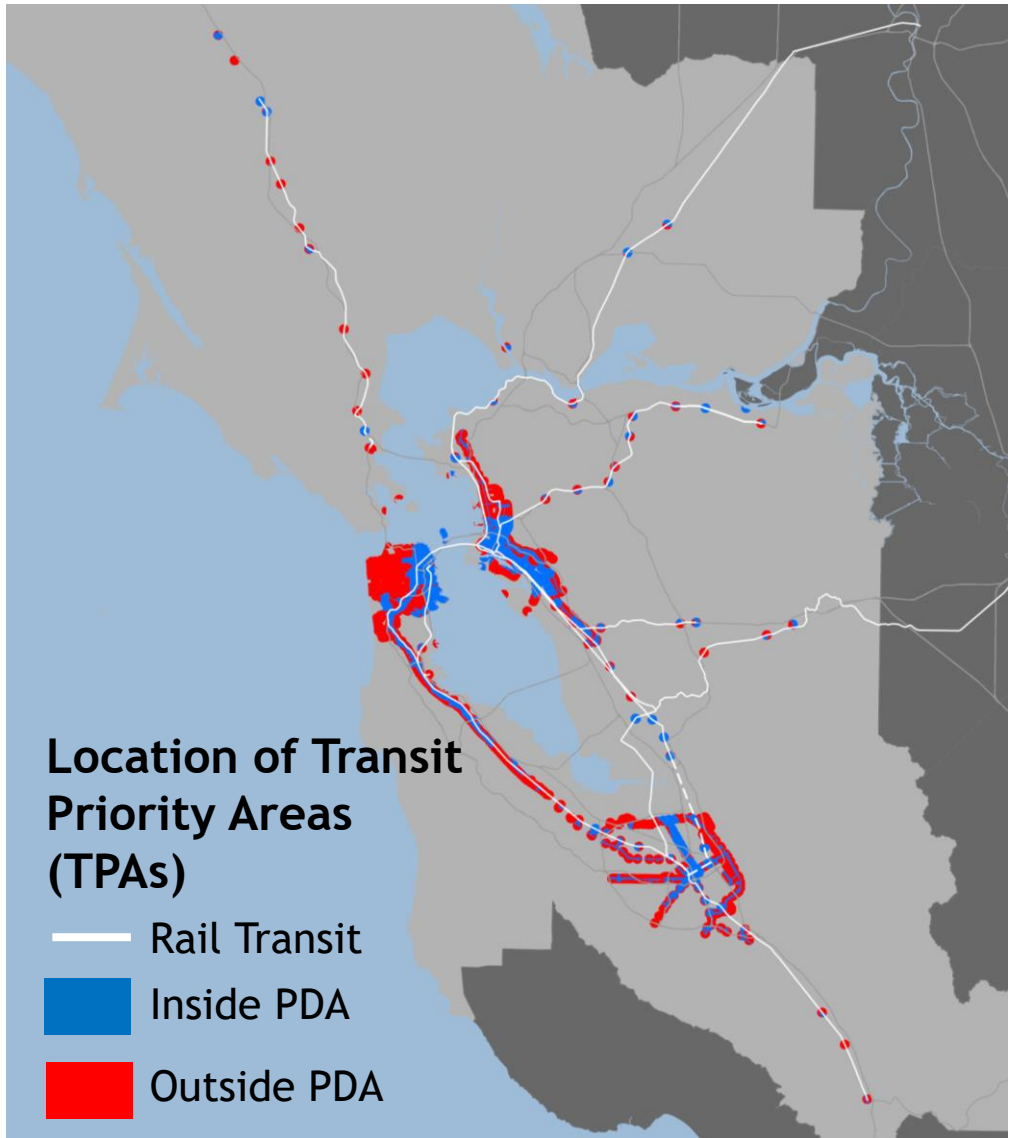
Frequent Transit & Planned for Housing:

How many PDAs meet current criteria?

Meets Criteria?	Share of PDAs by County, 2019									
	Alameda	Contra Costa	Marin	Napa	San Francisco	San Mateo	Santa Clara	Solano	Sonoma	ALL
Transit: **Yes** Planning: **Yes**	70%	23%	50%	0%	92%	64%	71%	25%	33%	**52%**
Transit: **Yes** Planning: No	15%	0%	0%	0%	8%	18%	15%	0%	7%	**13%**
Transit: No Planning: **Yes**	11%	62%	0%	100%	0%	14%	7%	42%	58%	**26%**
Transit: No Planning: No	4%	15%	50%	0%	0%	5%	7%	33%	0%	**9%**

Shaded cells indicate that a county's share is greater than the regional average.

What about transit-rich* areas not yet designated PDAs?

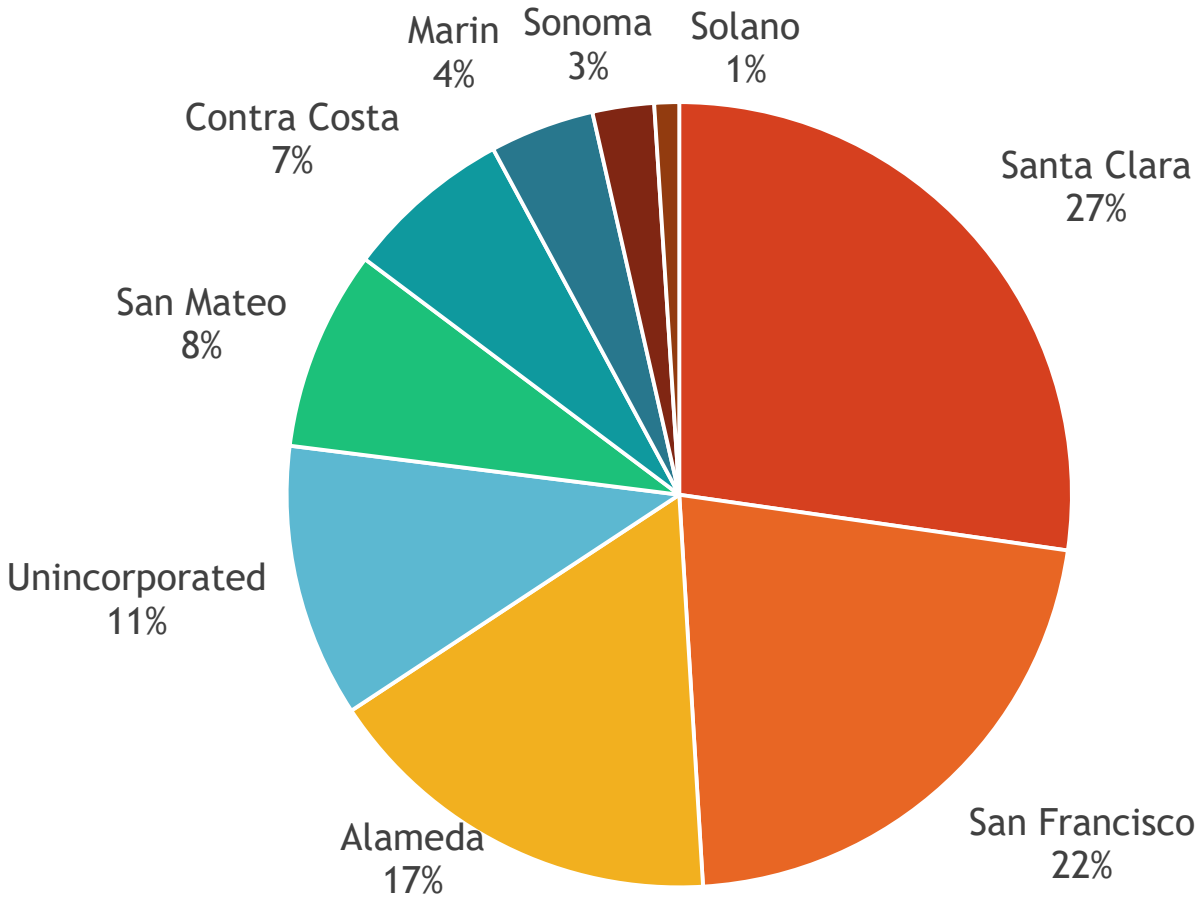


Integrating Transit Priority Areas (TPAs) currently outside of PDAs could add approximately **50 percent** more land to the Regional Growth Framework.

*meeting the state definition of transit priority areas (Public Resources Code §21099(a)(7))

We want to **partner with cities** to more **fully leverage** the region's transit network.

Breakdown of Non-PDA TPA Lands – by county



Top 7 Cities for Transit-Rich Non-PDA Lands	
San Francisco	13,500 acres
San Jose	8,200 acres
Berkeley	2,800 acres
Sunnyvale	2,400 acres
Oakland	2,100 acres
Santa Clara	1,600 acres
Campbell	1,400 acres

These seven cities account for over half of all transit-rich non-PDA land in the region.

San Jose

Image Source: MTC/ABAG

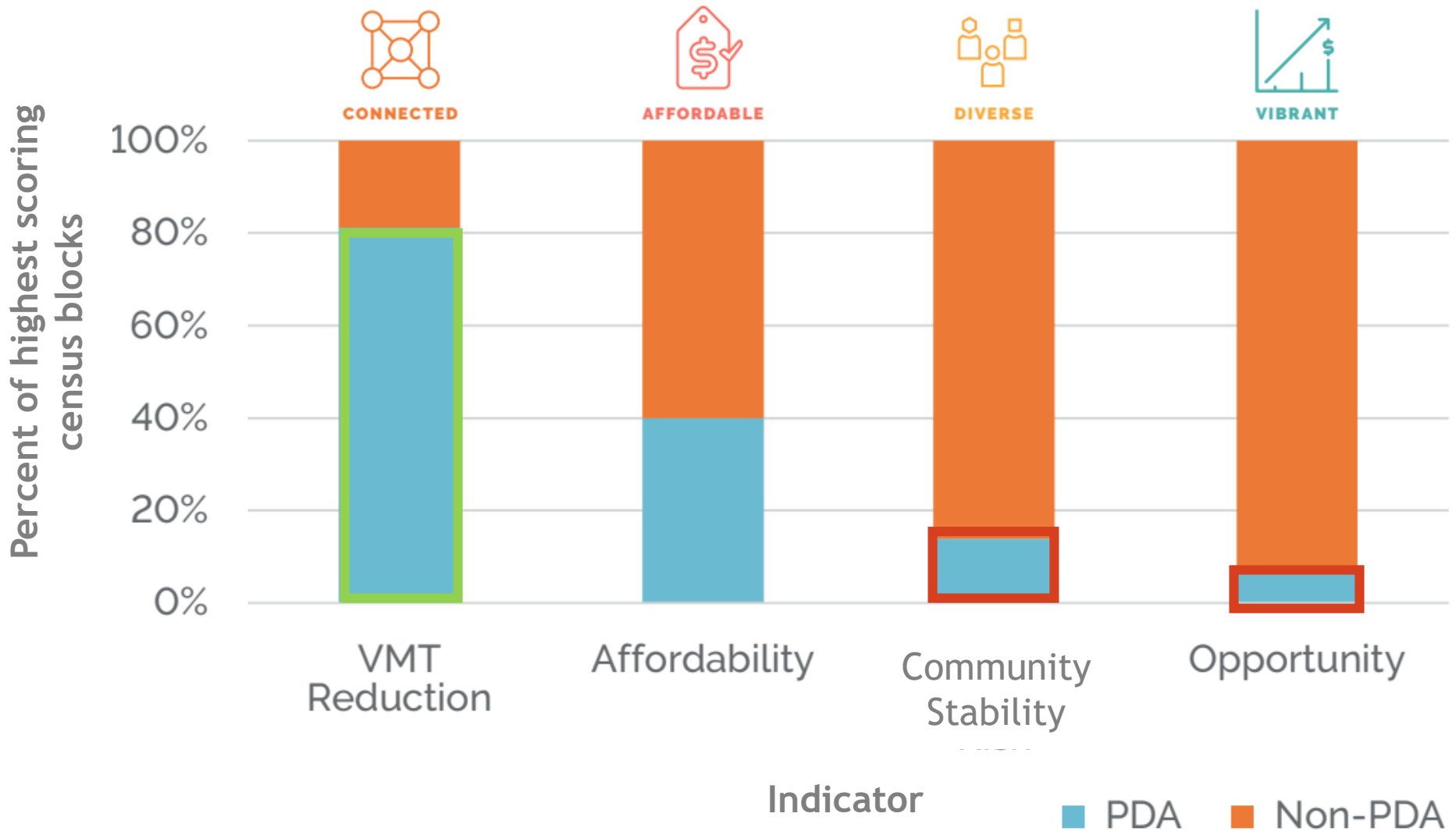
Now, let's **look forward** to understand PDAs' potential performance in the future.

Horizon Perspective Paper 3 scored the region's census blocks for **alignment with the Horizon Guiding Principles.**

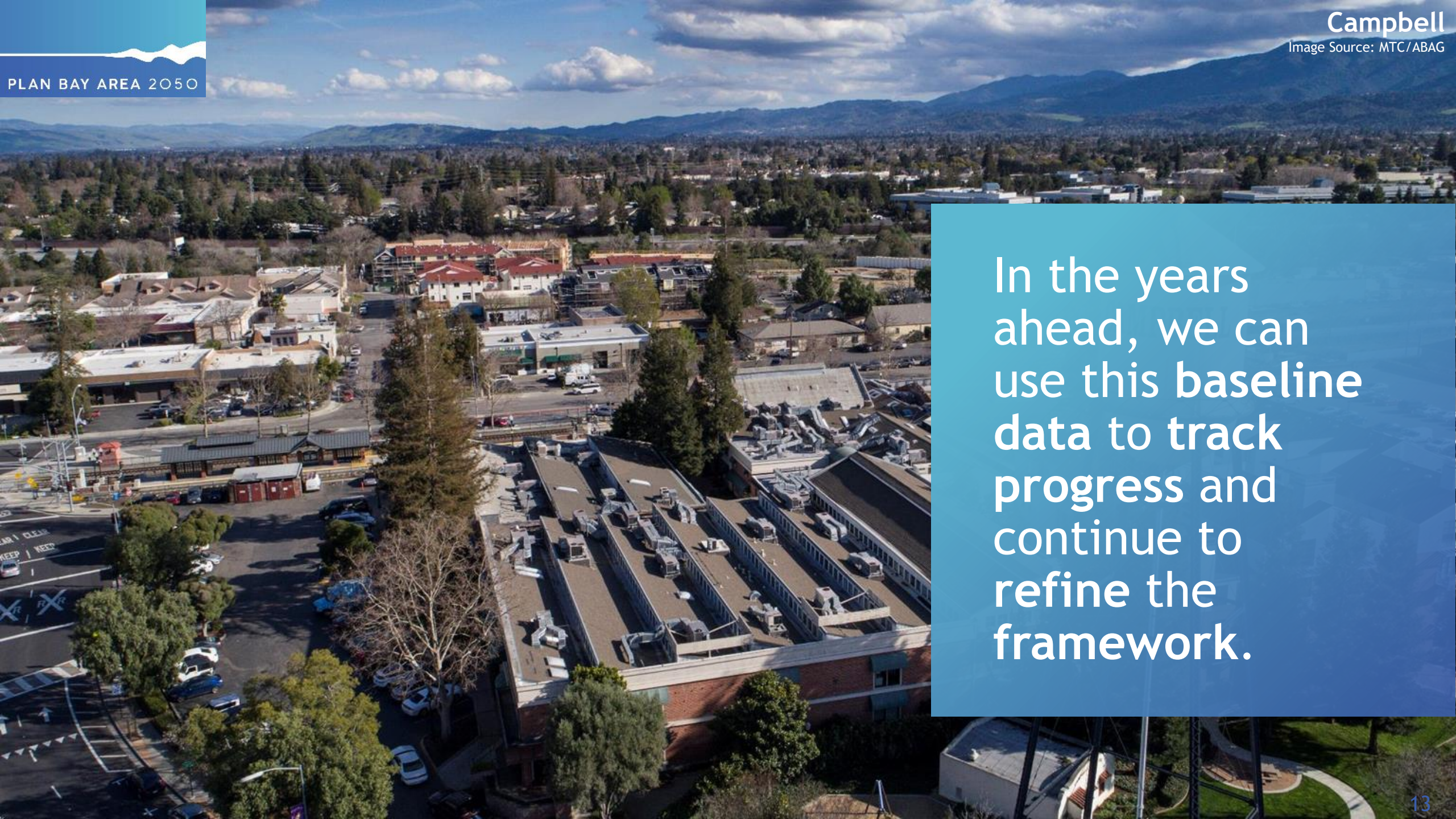
Attachment D *includes data on individual PDAs*

Guiding Principle & Indicator	Definition	Low score	High score
Connected *Vehicle Miles Travelled (VMT) Reduction Potential*	**VMT per capita** (residents)	1 ***Highest*** *VMT*	5 ***Lowest*** *VMT*
	Source: MTC Travel Model 1.5; 2015 simulation year, by quintile		
Vibrant *Access to opportunity*	**Community Resource Level**	1 ***Lowest*** *Resource*	5 ***Highest*** *Resource*
	Source: CA HCD/DOF, 2019 Opportunity Maps		
Diverse *Community Stability*	**Reduction in low income residents**	1 ***Highest*** *reduction*	5 ***Lowest*** *Reduction*
	Source: MTC Vital Signs, 2015		
Affordable *Housing Cost*	**Median monthly rent**	1 ***Highest*** *rent*	5 ***Lowest*** *rent*
	Source: American Community Survey, 2012-2016		

Overall, PDAs capture many of the **best performing** locations for **VMT Reduction**, but make up a **small share** of areas with **high opportunity** and **low displacement risk.**



PLAN BAY AREA 2050



Campbell

Image Source: MTC/ABAG

In the years ahead, we can use this **baseline data** to **track progress** and continue to **refine** the **framework.**

Dublin
Image Source: MTC/ABAG

Today, let's consider how to **strengthen** the Growth Framework for Plan Bay Area 2050.

Today's Focus: Locally-Nominated Areas

			May	June	July	Aug	Sept	Oct	Nov	Dec	Jan (2020)
PDAs	1a	Align PDAs	☆	Submission from CTA and/or city/county							
	1b	New PDAs	☆	Letter of interest				City Council / Board of Supervisors adoption			
PCAs	2	New PCAs	☆	Letter of interest				Local Agency adoption			
New Priority Areas	3a	PPAs	☆	Letter of interest				City Council /Board of Supervisors adoption			
	3b	TPAs		Finalize zones				☆			
	3c	HRAs		Finalize zones				☆			
Cross-Cutting	4	At-Risk Zones						Incorporate strategies into Preferred Plan Bay Area 2050			

☆ = **Action** on Element of Regional Growth Framework Update

PLAN BAY AREA 2050

First things first: let's better define what a PDA is.

Priority Development Areas are **infill locations planned for significant housing and job growth.**

Priority Development Areas help to reduce greenhouse gas emissions by **offering a suite of mobility options** that enable residents to live a car-free or car-light lifestyle.

Priority Development Areas promote **greater opportunity for all**, regardless of race or income.

How would the definition change?

1

PDA Criteria Since 2007

PDA PLAN

Planned for growth

Rail Station *or* Ferry Terminal *or* Bus Line

≤20 minutes in peak periods

includes both existing and planned service

Proposed New Criteria

PDA PLAN

Planned for growth
Plan must be completed by 2025

Create **two categories** to allow greater 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.

Proposed PDA Designations

1

Transit requirements include both current & planned (Plan Bay Area 2050) service levels.
50% of land in PDA must be within ½ mile of transit meeting criteria

Transit-Rich PDAs

- *High-quality transit* **≤15 min peak**
- *or*
- *or*

TPAs that are not currently PDAs should apply

Connected Community PDAs

- *Basic transit* **≤30 min peak**

AND at least one of the following:

- *High resource* **existing high-resource area**

OR

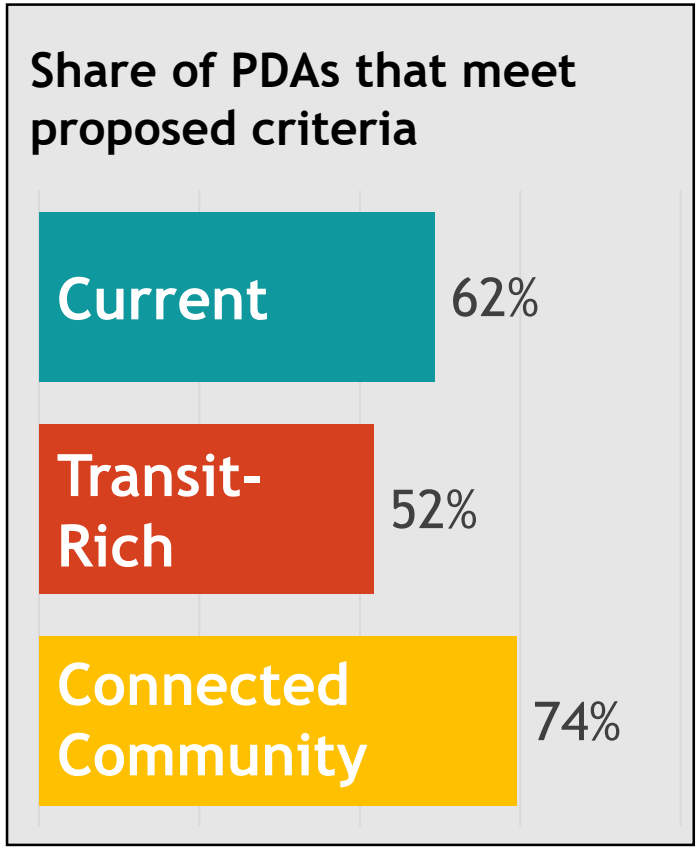
- *Policy commit.* **commitment to adopt ≥2 policies by 2025**
  (e.g. TDM ordinance, curb management, Vision Zero)

HRAs that are not currently PDAs should apply

Best bet for PDAs unable to plan for 15-minute service

How many PDAs meet proposed **transit** criteria?

1



Number of PDAs Meeting Transit Criteria by Proposed Service Thresholds, 2019

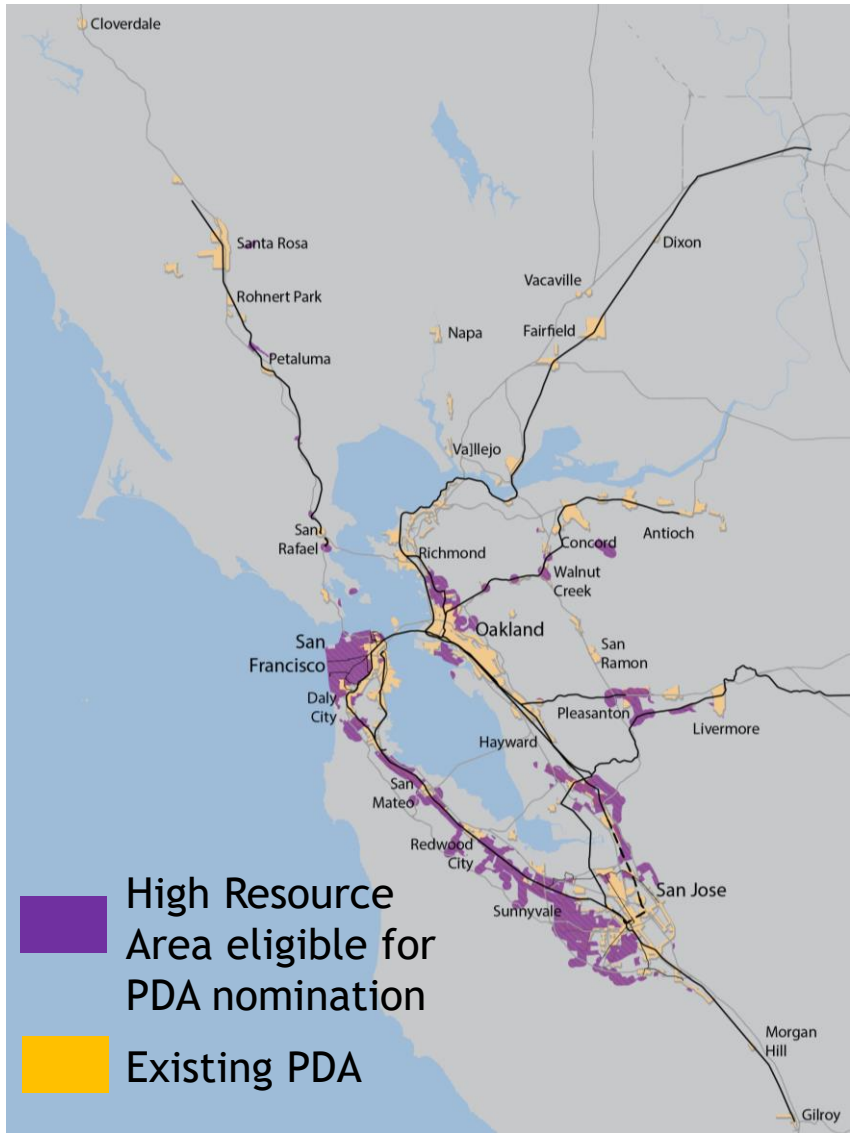
Service Threshold	Percentage of PDA Land within ½ Mile				
	0-25%	26-50%	51-75%	76-100%	Total
Current *Rail, ferry or 20-minute peak bus*	56	16	15	101	188
Proposed: Transit-Rich *Rail, ferry or 15-minute peak bus*	66	24	24	74	188
Proposed: Connected Community *30-minute peak bus (minimum)*	36	12	15	125	188

PLAN BAY AREA 2050

How are high-resource areas (HRAs) being integrated?

1

Local jurisdictions are encouraged to **self-nominate** HRAs that meet updated eligibility criteria as PDAs.



Defined by HCD as places that offer ***"the best chance at economic advancement, high educational attainment, and good physical and mental health"***

Based upon **economic, environmental, and educational** indicators shown to affect these outcomes

For more information, see: https://www.treasurer.ca.gov/ctcac/opportunity.asp

Napa

Image Source: Flickr/Aurimas

2

No changes are proposed for **Priority Conservation Areas** (PCAs).

Attachment F
includes an overview and criteria for PCAs

Fremont
Image Source: Tesla

3a

Introducing **Priority Production Areas** (PPAs).

Attachment G
includes an overview and criteria for PPAs

Defining PPAs

3a

Pilot Program Goals

- **Support** strong clusters of the region's economy.
- **Align with the transportation planning framework** for freight and goods movement.
- **Plan for space** needed for middle-wage job opportunities.
- **Encourage middle-wage job growth** close to affordable housing.

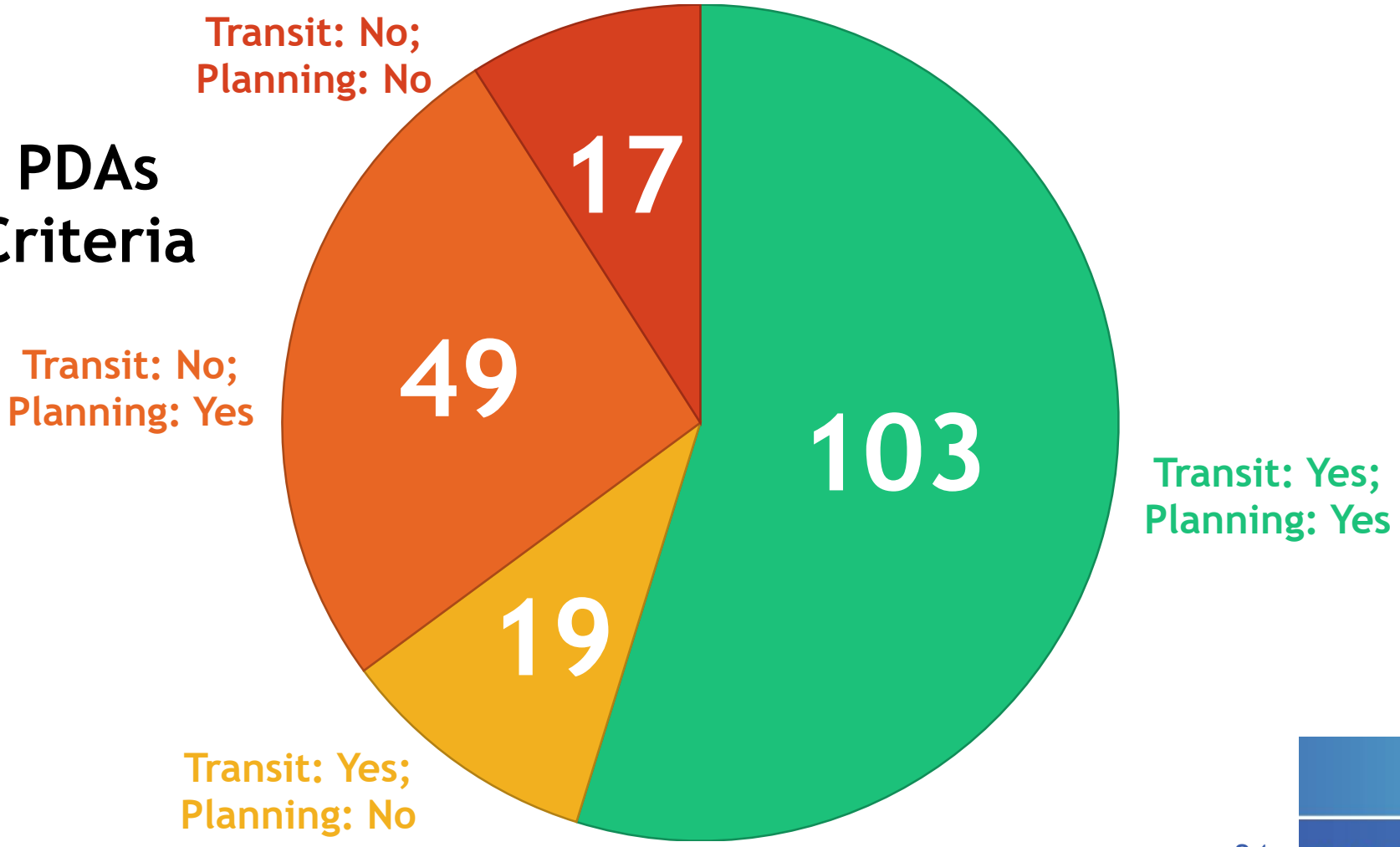
Proposed PPA Definition

- Zoned for **industrial use** or with high concentration of industrial activities
- **Not located in a PDA** and not within one-half mile of a regional rail station*
- Jurisdiction has a **certified housing element**

** = includes both existing and planned service; includes BART, Caltrain, ACE, SMART, Amtrak, and any future heavy/commuter/intercity rail systems.*

Where do we go from here with the new PDA definition?

Breakdown of PDAs using Existing Criteria



Where do we go from here with the new PDA definition?

EXISTING PDAs

PDA Status under Current Criteria	# of PDAs	Next Steps
Transit: **Yes** Planning: **Yes**	**103** PDAs	**1) Reaffirm commitment to rail, ferry, or 15-minute bus headway**
Transit: **Yes** Planning: No	**19** PDAs	**2) Submit letter of intent to complete PDA Plan by 2025**
Transit: No Planning: **Yes**	**49** PDAs	**3a) Identify transit necessary to become a Transit-Rich PDA; <u>OR</u> 3b) Identify transit and/or policy commitments necessary to become a Connected Community PDA**
Transit: No Planning: No	**17** PDAs	***4) Complete both (2) and (3) above***

NEW AREAS

<u>Transit-Rich Areas:</u>
Apply as
Transit-Rich PDAs

<u>High-Resource Areas:</u>
Apply as **Connected Community PDAs**

Submit new PCA and PPA applications this summer as well

Next Steps

1a **Align PDAs**

Already meeting newly proposed PDA requirements: No action required

Not meeting transit requirements: CTA to identify transit improvements needed by **September 2019**

Not meeting planning requirements: City/county to identify start date by **September 2019**; complete by **2025**

Not meeting policy requirements: City/county to make commitments by **January 2020** and advance policies by **2025**

1b **New PDAs**

2 **New PCAs**

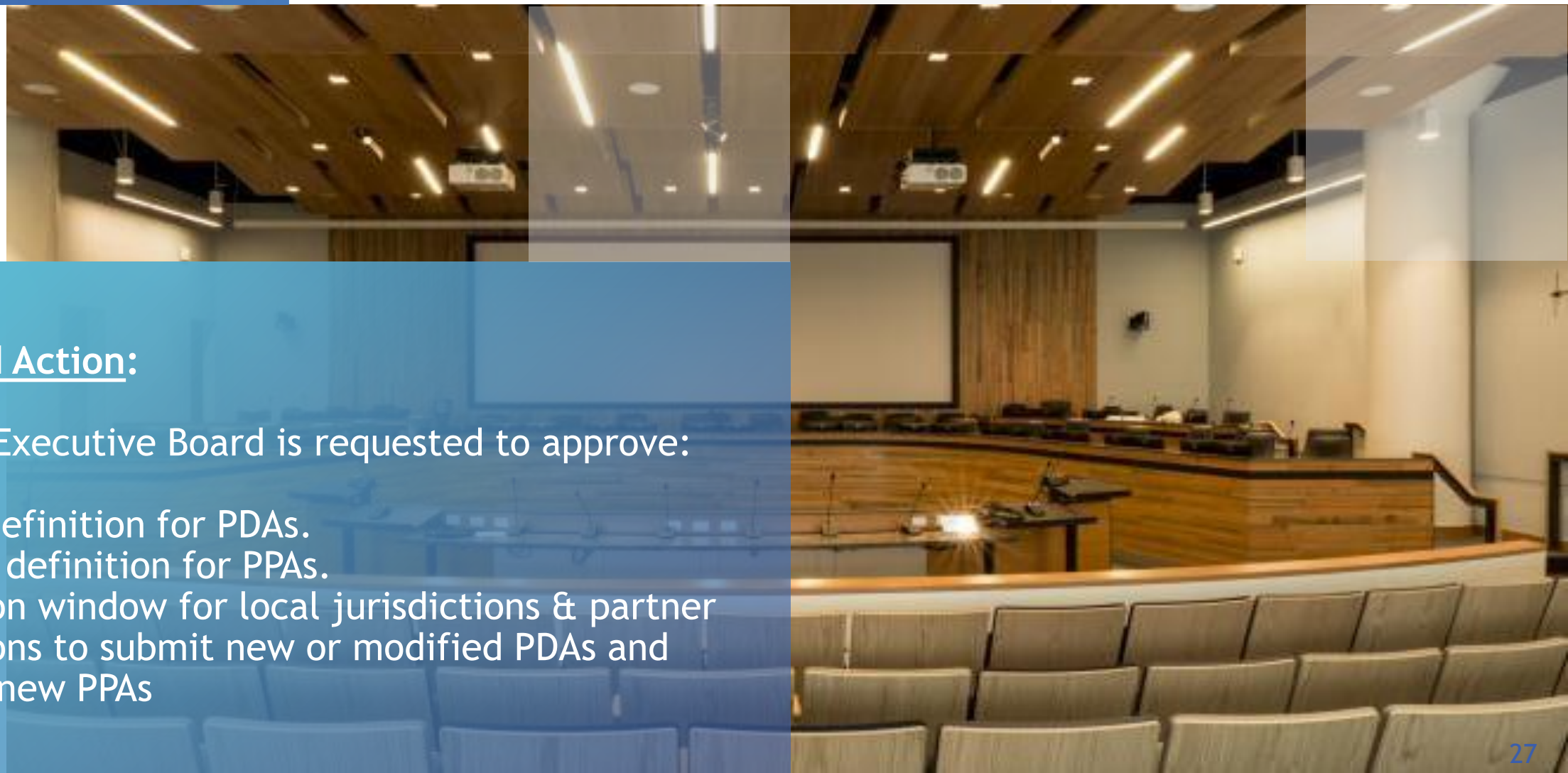
3a **PPAs**

Submit letter of interest by **September 2019**

Resolution adopted by city council, board of supervisors, or elected board by **January 2020**

Incorporate in Preferred Plan Bay Area 2050 in **winter 2020**

PLAN BAY AREA 2050



Requested Action:

The ABAG Executive Board is requested to approve:

- Revised definition for PDAs.
- Proposed definition for PPAs.
- Submission window for local jurisdictions & partner organizations to submit new or modified PDAs and PCAs, and new PPAs

Meets transit and planning criteria | Meets transit and plan criteria; needs EIR | Meets transit criteria; does not meet planning criteria | Meets planning criteria; does not meet transit criteria | Does not meet transit or planning criteria

PDA Name	County	Jurisdiction	Total Acres	Acres Within 1/2 Mile of Transit Meeting Standard[1]	Percent Within 1/2 Mile of Transit Meeting Standard[1]	PDA Plan[2] Adopted	EIR Certified	MTC Funded Plan
ALAMEDA COUNTY								
University Avenue	Alameda	Berkeley	76	76	100%	Yes	Yes	
Mixed-Use Core	Alameda	Emeryville	584	584	100%	Yes	Yes	
Adeline Street	Alameda	Berkeley	62	62	100%	In Progress	In Progress	Yes
Downtown	Alameda	Berkeley	150	150	100%	Yes	Yes	
West Oakland	Alameda	Oakland	1701	1702	100%	Yes	Yes	Yes
Northern Waterfront	Alameda	Alameda	329	329	100%	Yes	Yes	
Downtown Transit Oriented Development	Alameda	San Leandro	517	518	100%	Yes	Yes	Yes
East 14th Street	Alameda	San Leandro	146	146	100%	Yes	Yes	Yes
Bay Fair BART Village	Alameda	San Leandro	169	169	100%	Yes	Yes	Yes
Hesperian Boulevard	Alameda	Alameda County	455	455	100%	Yes	Yes	
Mission Boulevard Corridor	Alameda	Hayward	270	270	100%	Yes	Yes	
Castro Valley BART	Alameda	Alameda County	265	265	100%	In Progress	In Progress	
East 14th Street and Mission Boulevard	Alameda	Alameda County	810	811	100%	Yes	Yes	Yes
South Hayward BART	Alameda	Hayward	183	183	100%	Yes	Yes	Yes
South Hayward BART	Alameda	Hayward	53	53	100%	Yes	Yes	Yes
Downtown & Jack London Square	Alameda	Oakland	1335	1335	100%	In Progress	In Progress	Yes
Downtown	Alameda	Hayward	304	297	98%	In Progress	In Progress	
Coliseum BART Station Area	Alameda	Oakland	1448	1392	96%	Yes	Yes	Yes
Intermodal Station District	Alameda	Union City	143	134	94%	Yes	Yes	
Downtown Specific Plan Area	Alameda	Dublin	300	275	92%	Yes	Yes	
Town Center[3]	Alameda	Dublin	676	603	89%	Yes	Yes	
The Cannery	Alameda	Hayward	124	108	87%	Yes	Yes	
Isabel Avenue/BART Station Planning Area[3]	Alameda	Livermore	1131	979	87%	In Progress	In Progress	
TOD Corridors - San Antonio/Central Estuary	Alameda	Oakland	944	809	86%	Yes	Yes	
Transit Center/Dublin Crossings	Alameda	Dublin	280	224	80%	Part of PDA	Part of PDA	
City Center	Alameda	Fremont	1067	830	78%	Part of PDA	Part of PDA	Yes
Downtown	Alameda	Livermore	252	191	75%	Yes	Yes	

PDA Name	County	Jurisdiction	Total Acres	Acres Within 1/2 Mile of Transit Meeting Standard[1]	Percent Within 1/2 Mile of Transit Meeting Standard[1]	PDA Plan[2] Adopted	EIR Certified	MTC Funded Plan
Centerville	Alameda	Fremont	1721	1232	72%	Part of PDA	Part of PDA	
Naval Air Station	Alameda	Alameda	1052	560	53%	In Progress	In Progress	Yes
TOD Corridors - International Boulevard	Alameda	Oakland	875	875	100%	Yes	No	
South Shattuck	Alameda	Berkeley	21	21	100%	No	No	
San Pablo Avenue	Alameda	Berkeley	106	106	100%	No	No	
San Pablo & Solano Mixed Use Neighborhood	Alameda	Albany	80	80	100%	No	No	
Golden Gate/North Oakland	Alameda	Oakland	935	935	100%	No	No	
Southside/Telegraph Avenue	Alameda	Berkeley	204	204	100%	No	No	
Eastmont Town Center	Alameda	Oakland	733	733	100%	No	No	
Fruitvale and Dimond Areas	Alameda	Oakland	1521	1504	99%	No	No	
MacArthur Transit Village	Alameda	Oakland	1152	1109	96%	No	No	
TOD Corridors	Alameda	Oakland	5004	4569	91%	No	No	
Warm Springs	Alameda	Fremont	1628	591	36%	Yes	yes	Yes
Irvington District	Alameda	Fremont	1388	485	35%	Part of PDA	Part of PDA	
East Side	Alameda	Livermore	2328	224	10%	Part of PDA	Part of PDA	
Dumbarton Transit Oriented Development[3]	Alameda	Newark	205	0	0%	Yes	Yes	
Hacienda	Alameda	Pleasanton	869	215	25%	Yes	No	
Meekland Avenue Corridor	Alameda	Alameda County	171	69	40%	No	No	
Old Town Mixed Use Area	Alameda	Newark	53	0	0%	No	No	
CONTRA COSTA COUNTY								
San Pablo Avenue Corridor	Contra Costa	El Cerrito	119	119	100%	Yes	Yes	Yes
San Pablo Avenue Corridor	Contra Costa	El Cerrito	131	131	100%	Yes	Yes	Yes
Pittsburg/Bay Point BART Station	Contra Costa	Contra Costa County	73	73	100%	Yes	Yes	
Contra Costa Centre	Contra Costa	Contra Costa County	100	99	99%	Yes	Yes	
San Pablo Avenue & 23rd Street Corridors	Contra Costa	San Pablo	284	279	98%	Yes	Yes	
Downtown	Contra Costa	Martinez	191	179	93%	Yes	Yes	
Waterfront District	Contra Costa	Hercules	244	156	64%	Yes	Yes	
Downtown	Contra Costa	Orinda	155	125	81%	In Progress	No	
Central Richmond & 23rd Street Corridor	Contra Costa	Richmond	774	422	55%	No	No	

PDA Name	County	Jurisdiction	Total Acres	Acres Within 1/2 Mile of Transit Meeting Standard[1]	Percent Within 1/2 Mile of Transit Meeting Standard[1]	PDA Plan[2] Adopted	EIR Certified	MTC Funded Plan
Downtown	Contra Costa	Lafayette	304	148	49%	Yes	Yes	
Railroad Avenue eBART Station	Contra Costa	Pittsburg	1071	503	47%	Yes	Yes	Yes
Downtown	Contra Costa	Concord	486	224	46%	Yes	yes	Yes
Pittsburg/Bay Point BART Station	Contra Costa	Contra Costa County	336	146	43%	Yes	Yes	Yes
Core Area	Contra Costa	Walnut Creek	792	335	42%	Yes	Yes	Yes
Rivertown Waterfront	Contra Costa	Antioch	474	197	42%	Yes	Yes	
Hillcrest eBART Station	Contra Costa	Antioch	382	102	27%	Yes	Yes	Yes
Community Reuse Area/Los Medanos	Contra Costa	Concord	1066	169	16%	Yes	Yes	Yes
South Richmond	Contra Costa	Richmond	1422	166	12%	Yes	Yes	Yes
Buskirk Avenue Corridor	Contra Costa	Pleasant Hill	320	20	6%	Part of PDA	Part of PDA	
Employment Area	Contra Costa	Oakley	758	0	0%	Part of PDA	Part of PDA	
City Center	Contra Costa	San Ramon	456	0	0%	Part of PDA	Part of PDA	
North Richmond	Contra Costa	Richmond (with Contra Costa Co	1126	0	0%	Yes	Yes	
Downtown El Sobrante	Contra Costa	Contra Costa County	171	0	0%	Yes	Yes	
Community Reuse Area/Los Medanos	Contra Costa	Concord	1606	0	0%	Yes	Yes	Yes
Downtown	Contra Costa	Danville	546	0	0%	Yes	Yes	
Central Hercules	Contra Costa	Hercules	252	0	0%	Yes	Yes	
Moraga Center	Contra Costa	Moraga	180	0	0%	Yes	Yes	Yes
Downtown	Contra Costa	Oakley	146	0	0%	Yes	Yes	
Old Town San Pablo Avenue	Contra Costa	Pinole	240	0	0%	Yes	Yes	
Appian Way Corridor	Contra Costa	Pinole	141	0	0%	Yes	Yes	
Downtown	Contra Costa	Pittsburg	435	0	0%	Yes	Yes	Yes
North Camino Ramon	Contra Costa	San Ramon	302	0	0%	Yes	Yes	
West Contra Costa Transportation Advisory Committee San Pablo Avenue Corridor	Contra Costa	Richmond	214	95	44%	No	No	
Central Richmond & 23rd Street Corridor	Contra Costa	Richmond	51	9	17%	No	No	
Potential Planning Area	Contra Costa	Oakley	232	0	0%	No	No	
Diablo Valley College	Contra Costa	Pleasant Hill	58	0	0%	No	No	
Rumrill Boulevard	Contra Costa	San Pablo	55	0	0%	No	No	
West Contra Costa Transportation Advisory Committee San Pablo Avenue Corridor	Contra Costa	Contra Costa County	346	0	0%	No	No	

PDA Name	County	Jurisdiction	Total Acres	Acres Within 1/2 Mile of Transit Meeting Standard[1]	Percent Within 1/2 Mile of Transit Meeting Standard[1]	PDA Plan[2] Adopted	EIR Certified	MTC Funded Plan
West Contra Costa Transportation Advisory Committee San Pablo Avenue Corridor	Contra Costa	Hercules	74	0	0%	No	No	
MARIN COUNTY								
Downtown	Marin	San Rafael	503	493	98%	Yes	Yes	Yes
Unincorporated Marin County	Marin	Marin County	523	24	5%	No	No	
NAPA COUNTY								
Highway 29 Corridor	Napa	American Canyon	374	0	0%	In Progress	In Progress	
Downtown Napa and Soscol Gateway	Napa	Napa	616	0	0%	Part of PDA	Part of PDA	
SAN FRANCISCO CITY & COUNTY								
Balboa Park	San Francisco	San Francisco	207	207	100%	Yes	Yes	
Mission Bay	San Francisco	San Francisco	290	291	100%	Yes	Yes	
Mission-San Jose Corridor	San Francisco	San Francisco	1804	1806	100%	Yes	Yes	Yes
Market-Octavia/Upper Market	San Francisco	San Francisco	425	426	100%	Yes	Yes	Yes
Downtown-Van Ness-Geary	San Francisco	San Francisco	2358	2360	100%	Yes	Yes	Yes
Eastern Neighborhoods	San Francisco	San Francisco	2291	2293	100%	Yes	Yes	Yes
Transit Center District	San Francisco	San Francisco	150	150	100%	Yes	Yes	
Treasure Island & Yerba Buena Island	San Francisco	San Francisco	559	175	100%	Yes	Yes	Yes
Bayview/Hunters Point Shipyard/Candlestick Point	San Francisco	San Francisco	2854	2597	91%	Yes	Yes	
19th Avenue	San Francisco	San Francisco	1163	1053	91%	In Progress	No	Yes
San Francisco/San Mateo Bi-County Area	San Francisco	San Francisco & Brisbane	373	346	93%	No	No	
Port of San Francisco	San Francisco	San Francisco	811	736	91%	No	No	
SAN MATEO COUNTY								
Mission Boulevard	San Mateo	Daly City	690	690	100%	Part of PDA	Part of PDA	
Transit Station Area	San Mateo	Millbrae	237	237	100%	In Progress	Yes	
Burlingame El Camino Real	San Mateo	Burlingame	958	959	100%	Part of PDA	Part of PDA	
Downtown	San Mateo	San Mateo	102	102	100%	Part of PDA	Part of PDA	
El Camino Real	San Mateo	San Mateo	140	140	100%	Yes	Yes	
Villages of Belmont	San Mateo	Belmont	555	555	100%	Part of PDA	Part of PDA	Yes
Railroad Corridor	San Mateo	San Carlos	69	69	100%	Part of PDA	Part of PDA	
El Camino Real Corridor and Downtown	San Mateo	Menlo Park	159	159	100%	Yes	Yes	
Downtown	San Mateo	Redwood City	192	192	100%	Yes	Yes	
El Camino Real	San Mateo	South San Francisco	859	858	100%	Yes	Yes	

PDA Name	County	Jurisdiction	Total Acres	Acres Within 1/2 Mile of Transit Meeting Standard[1]	Percent Within 1/2 Mile of Transit Meeting Standard[1]	PDA Plan[2] Adopted	EIR Certified	MTC Funded Plan
Transit Corridors	San Mateo	San Bruno	864	841	97%	Part of PDA	Part of PDA	
Downtown	San Mateo	South San Francisco	192	147	77%	Yes	Yes	Yes
Rail Corridor	San Mateo	San Mateo	498	370	74%	Yes	Yes	
El Camino Real Corridor	San Mateo	Redwood City	178	178	100%	Yes	No	
El Camino Real	San Mateo	Colma	334	334	100%	No	No	
El Camino Real (Unincorporated Colma)	San Mateo	San Mateo County	49	49	100%	No	No	
Grand Boulevard Initiative	San Mateo	San Mateo	1008	1009	100%	No	No	
Bayshore	San Mateo	Daly City	378	343	91%	No	No	
Broadway/Veterens Boulevard Corridor	San Mateo	Redwood City	431	105	24%	Part of PDA	Part of PDA	
San Francisco/San Mateo Bi-County Area	San Mateo	San Francisco &	739	121	16%	In Progress	In Progress	
El Camino Real (North Fair Oaks)	San Mateo	San Mateo County	527	64	12%	Yes	Yes	
Ravenswood[3]	San Mateo	East Palo Alto	341	0	0%	Yes	Yes	
SANTA CLARA COUNTY								
San Antonio	Santa Clara	Mountain View	123	123	100%	Part of PDA	Part of PDA	
El Camino Real	Santa Clara	Mountain View	286	286	100%	Yes	Yes	Yes
Whisman Station	Santa Clara	Mountain View	151	152	100%	Yes	Yes	
El Camino Real Corridor	Santa Clara	Sunnyvale	411	412	100%	In Progress	In Progress	Yes
Stevens Creek TOD Corridor	Santa Clara	San Jose	259	259	100%	Yes	Yes	
El Camino Real Focus Area	Santa Clara	Santa Clara	317	317	100%	In Progress	In Progress	Yes
Santa Clara Station Focus Area	Santa Clara	Santa Clara	256	256	100%	Yes	Yes	
Bascom TOD Corridor	Santa Clara	San Jose	215	215	100%	In Progress	Yes	
Transit Area	Santa Clara	Milpitas	409	410	100%	Yes	Yes	
Greater Downtown	Santa Clara	San Jose	684	684	100%	Yes	Yes	Yes
Blossom Hill/Snell Urban Village	Santa Clara	San Jose	64	64	100%	In Progress	Yes	
West San Carlos and Southwest Expressway Corridors	Santa Clara	San Jose	1346	1347	100%	In Progress	In Progress	Yes
Cottle Transit Village (Hitachi)	Santa Clara	San Jose	196	196	100%	Yes	Yes	
Downtown	Santa Clara	Morgan Hill	181	181	100%	Yes	Yes	
Downtown "Frame"	Santa Clara	San Jose	2445	2397	98%	Yes	Yes	yes
Downtown	Santa Clara	Mountain View	692	666	96%	Part of PDA	Part of PDA	
Downtown & Caltrain Station	Santa Clara	Sunnyvale	274	263	96%	Yes	Yes	Yes
East Santa Clara/Alum Rock Corridor	Santa Clara	San Jose	898	863	96%	Yes	Yes	

PDA Name	County	Jurisdiction	Total Acres	Acres Within 1/2 Mile of Transit Meeting Standard[1]	Percent Within 1/2 Mile of Transit Meeting Standard[1]	PDA Plan[2] Adopted	EIR Certified	MTC Funded Plan
Santa Clara Valley Transportation Authority City Cores, Corridors & Station Areas	Santa Clara	San Jose	3640	3499	96%	Part of PDA	Yes	
Downtown	Santa Clara	Gilroy	254	228	90%	Yes	Yes	
Berryessa Station	Santa Clara	San Jose	664	586	88%	Yes	Yes	
Central Redevelopment Area	Santa Clara	Campbell	257	226	88%	Part of PDA	Part of PDA	
Communications Hill	Santa Clara	San Jose	1573	1319	84%	Yes	Yes	
North San Jose	Santa Clara	San Jose	5028	3784	75%	Yes	Yes	
Saratoga TOD Corridor	Santa Clara	San Jose	159	119	75%	In Progress	Yes	
Oakridge/Almaden Plaza Urban Village	Santa Clara	San Jose	380	281	74%	In Progress	Yes	
Lawrence Station Transit Village	Santa Clara	Sunnyvale	356	241	68%	Yes	Yes	Yes
Winchester Boulevard TOD Corridor	Santa Clara	San Jose	299	176	59%	Yes	Yes	
California Avenue	Santa Clara	Palo Alto	120	120	100%	Yes	No	
Capitol Corridor Urban Villages	Santa Clara	San Jose	199	199	100%	No	Yes	Yes
Capitol/Tully/King Urban Villages	Santa Clara	San Jose	254	254	100%	No	Yes	Yes
El Camino Real Corridor	Santa Clara	Los Altos	77	77	100%	No	No	
Santa Clara Valley Transportation Authority	Santa Clara	Milpitas	121	121	100%	No	No	
Tasman Crossing	Santa Clara	Sunnyvale	197	191	97%	No	No	
Santa Clara Valley Transportation Authority City Cores, Corridors & Station Areas	Santa Clara	Cupertino	552	487	88%	No	No	
Bascom Urban Village	Santa Clara	San Jose	118	0	0%	In Progress	Yes	
Westgate/El Paseo Urban Village	Santa Clara	San Jose	177	0	0%	In Progress	Yes	
North Bayshore	Santa Clara	Mountain View	651	0	0%	Yes	Yes	
Camden Urban Village	Santa Clara	San Jose	108	0	0%	No	Yes	
Santa Clara Valley Transportation Authority	Santa Clara	Gilroy	273	82	30%	No	No	
East Sunnyvale	Santa Clara	Sunnyvale	460	0	0%	No	No	
SOLANO COUNTY								
Waterfront & Downtown	Solano	Vallejo	200	112	56%	Yes	Yes	
Downtown & Waterfront	Solano	Suisun City	390	202	52%	Yes	Yes	
Downtown South (Jefferson Street)	Solano	Fairfield	289	144	50%	Yes	Yes	
Fairfield-Vacaville Train Station	Solano	Fairfield	2935	242	8%	Yes	Yes	
Sonoma Boulevard	Solano	Vallejo	108	0	0%	Yes	Yes	
Downtown	Solano	Vacaville	168	0	0%	In Progress	In Progress	Yes
Downtown	Solano	Benicia	159	0	0%	Yes	Yes	
West Texas Street Gateway	Solano	Fairfield	316	0	0%	Yes	Yes	
Northern Gateway - Benicia's Industrial Park	Solano	Benicia	1492	0	0%	No	No	
Downtown	Solano	Dixon	139	0	0%	No	No	

PDA Name	County	Jurisdiction	Total Acres	Acres Within 1/2 Mile of Transit Meeting Standard[1]	Percent Within 1/2 Mile of Transit Meeting Standard[1]	PDA Plan[2] Adopted	EIR Certified	MTC Funded Plan
North Texas Street Core	Solano	Fairfield	180	0	0%	No	No	
Allison Area	Solano	Vacaville	210	0	0%	No	No	
SONOMA COUNTY								
Downtown Station Area	Sonoma	Santa Rosa	677	587	87%	In Progress	In Progress	Yes
North Santa Rosa Station	Sonoma	Santa Rosa	989	798	81%	Yes	Yes	Yes
Station Area/Downtown Specific Plan Area	Sonoma	Windsor	389	311	80%	Yes	Yes	Yes
Central, Turning Basin/Lower Reach	Sonoma	Petaluma	455	251	55%	Part of PDA	Part of PDA	Yes
Mendocino Avenue/Santa Rosa Avenue Corridor	Sonoma	Santa Rosa	1447	742	51%	No	No	
Downtown and Cotati Depot	Sonoma	Cotati	133	26	19%	Yes	Yes	Yes
Central Rohnert Park	Sonoma	Rohnert Park	405	45	11%	Yes	Yes	Yes
Sebastopol Road Corridor	Sonoma	Santa Rosa	887	29	3%	Part of PDA	Part of PDA	
Downtown/SMART Transit Area[3]	Sonoma	Cloverdale	504	0	0%	Yes	Yes	Yes
Sonoma Mountain Village	Sonoma	Rohnert Park	178	0	0%	Yes	Yes	
Core Area	Sonoma	Sebastopol	703	0	0%	Yes	Yes	
Roseland	Sonoma	Santa Rosa	1460	0	0%	Yes	Yes	

Notes

1. Defined for the purpose of this analysis as an existing rail station, ferry terminal, or 20-minute frequency bus in peak periods or a future rail station, ferry terminal, or 20-minute frequency bus service in peak periods included in the fiscally-constrained Plan Bay Area 2040.

2. Defined as a Specific, Precise, or other Plan creating development standards specifically for the area included in the PDA, accompanied by a programmatic EIR

3. Part or all of PDA within 1/2 mile of Resolution 3434 station not funded in the fiscally constrained Plan Bay Area 2040

Attachment D, Table D2: PDA Implementation Status - Housing Permits Issued, 2015-2017

PDA Name	Jurisdiction	Housing units permitted by affordability level: 2015-17				
		Low	Very Low	Moderate	Above Moderate	Total Units
ALAMEDA COUNTY						
Downtown & Jack London Square	Oakland	142	54	11	3,649	3,856
MacArthur Transit Village	Oakland	87	18	0	1,225	1,330
Warm Springs	Fremont	182	194	0	832	1,208
West Oakland	Oakland	2	0	0	742	744
Town Center	Dublin	0	0	0	559	559
Downtown Specific Plan Area	Dublin	26	39	1	353	419
Isabel Avenue/BART Station Planning Area	Livermore	0	0	195	214	409
Transit Center/Dublin Crossings	Dublin	0	0	5	368	373
Centerville	Fremont	0	0	0	358	358
Hacienda	Pleasanton	38	10	0	297	345
East Side	Livermore	0	0	151	137	288
Intermodal Station District	Union City	0	0	243	0	243
Irvington District	Fremont	64	0	1	154	219
TOD Corridors	Oakland	0	0	0	216	216
Downtown	Berkeley	14	0	0	198	212
South Shattuck	Berkeley	14	19	0	172	205
Naval Air Station	Alameda	16	15	14	138	183
San Pablo & Solano Mixed Use Neighborhood	Albany	0	0	0	176	176
Dumbarton Transit Oriented Development	Newark	0	0	0	176	176
Coliseum BART Station Area	Oakland	22	33	0	110	165
City Center	Fremont	0	0	0	146	146
The Cannery	Hayward	0	0	0	138	138
Golden Gate/North Oakland	Oakland	0	0	0	136	136
Mission Boulevard Corridor	Hayward	40	19	0	74	133
University Avenue	Berkeley	11	0	0	117	128
TOD Corridors - San Antonio/Central Estuary	Oakland	0	0	0	123	123
Fruitvale and Dimond Areas	Oakland	72	20	0	26	118

PDA Name	Jurisdiction	Housing units permitted by affordability level: 2015-17				
		Low	Very Low	Moderate	Above Moderate	Total Units
Northern Waterfront	Alameda	35	18	7	50	110
East 14th Street and Mission Boulevard	Alameda County	85	0	0	14	99
Hesperian Boulevard	Alameda County	34	61	3	0	98
Downtown Transit Oriented Development	San Leandro	27	57	0	2	86
Southside/Telegraph Avenue	Berkeley	7	0	0	76	83
Downtown	Livermore	0	0	10	70	80
TOD Corridors - International Boulevard	Oakland	58	0	0	15	73
Adeline Street	Berkeley	31	10	1	0	42
Eastmont Town Center	Oakland	0	0	0	19	19
Meekland Avenue Corridor	Alameda County	1	0	2	2	5
Downtown	Hayward	0	0	0	1	1
Castro Valley BART	Alameda County	0	0	0	0	0
San Pablo Avenue	Berkeley	0	0	0	0	0
Mixed-Use Core	Emeryville	0	0	0	0	0
South Hayward BART	Hayward	0	0	0	0	0
South Hayward BART	Hayward	0	0	0	0	0
Old Town Mixed Use Area	Newark	0	0	0	0	0
Bay Fair BART Village	San Leandro	0	0	0	0	0
East 14th Street	San Leandro	0	0	0	0	0
CONTRA COSTA COUNTY						
Core Area	Walnut Creek	42	16	0	393	451
Waterfront District	Hercules	0	0	0	191	191
Downtown	Lafayette	2	2	17	118	139
San Pablo Avenue Corridor (South of Del Norte Station Area)	El Cerrito	0	6	13	110	129
South Richmond	Richmond	0	0	0	90	90
Employment Area	Oakley	8	66	1	0	75
Downtown	Pittsburg	0	0	0	75	75

Attachment D, Table D2: PDA Implementation Status - Housing Permits Issued, 2015-2017

PDA Name	Jurisdiction	Housing units permitted by affordability level: 2015-17				
		Low	Very Low	Moderate	Above Moderate	Total Units
Railroad Avenue eBART Station	Pittsburg	0	7	0	59	66
San Pablo Avenue Corridor (Del Norte Station Area)	El Cerrito	62	0	0	1	63
Central Hercules	Hercules	0	0	0	43	43
Downtown El Sobrante	Contra Costa County	0	0	0	32	32
San Pablo Avenue & 23rd Street Corridors	San Pablo	0	0	1	28	29
North Camino Ramon	San Ramon	0	0	2	18	20
Downtown	Danville	0	0	2	16	18
Downtown	Concord	0	0	0	14	14
Moraga Center	Moraga	0	0	0	11	11
North Richmond	Richmond (with Contra Costa County)	0	0	1	2	3
Central Richmond & 23rd Street Corridor	Richmond	0	0	0	3	3
West Contra Costa Transportation Advisory Committee San Pablo Avenue Corridor	Contra Costa County	0	0	3	0	3
Downtown	Martinez	0	0	0	1	1
Old Town San Pablo Avenue	Pinole	0	0	0	1	1
Hillcrest eBART Station	Antioch	0	0	0	0	0
Rivertown Waterfront	Antioch	0	0	0	0	0
Contra Costa Centre	Contra Costa County	0	0	0	0	0
Pittsburg/Bay Point BART Station (Bay Point)	Contra Costa County	0	0	0	0	0
Pittsburg/Bay Point BART Station (Pittsburg)	Contra Costa County	0	0	0	0	0
Community Reuse Area/Los Medanos	Concord	0	0	0	0	0
Community Reuse Area/Los Medanos	Concord	0	0	0	0	0
Downtown	Oakley	0	0	0	0	0
Potential Planning Area	Oakley	0	0	0	0	0
Downtown	Orinda	0	0	0	0	0
Appian Way Corridor	Pinole	0	0	0	0	0
Diablo Valley College	Pleasant Hill	0	0	0	0	0

PDA Name	Jurisdiction	Housing units permitted by affordability level: 2015-17				
		Low	Very Low	Moderate	Above Moderate	Total Units
Buskirk Avenue Corridor	Pleasant Hill	0	0	0	0	0
Central Richmond & 23rd Street Corridor	Richmond	0	0	0	0	0
City Center	San Ramon	0	0	0	0	0
Rumrill Boulevard	San Pablo	0	0	0	0	0
West Contra Costa Transportation Advisory Committee San Pablo Avenue Corridor	Richmond	0	0	0	0	0
West Contra Costa Transportation Advisory Committee San Pablo Avenue Corridor	Hercules	0	0	0	0	0
MARIN COUNTY						
Downtown	San Rafael	0	4	0	17	21
Unincorporated Marin County	Marin County	0	0	0	1	1
NAPA COUNTY						
Highway 29 Corridor	American Canyon	49	36	133	0	218
Downtown Napa and Soscol Gateway Corridor	Napa	0	0	0	2	2
SAN FRANCISCO CITY AND COUNTY						
Downtown-Van Ness-Geary	San Francisco	111	298	247	3,252	3,908
Eastern Neighborhoods	San Francisco	77	294	74	2,614	3,059
Market-Octavia/Upper Market	San Francisco	39	110	35	1,126	1,310
Bayview/Hunters Point Shipyard/Candlestick Point	San Francisco	708	89	51	450	1,298
Mission Bay	San Francisco	40	158	26	1,005	1,229
Transit Center District	San Francisco	138	0	60	955	1,153
19th Avenue	San Francisco	0	0	8	173	181
Balboa Park	San Francisco	70	3	2	40	115
Mission-San Jose Corridor	San Francisco	0	0	38	50	88
San Francisco/San Mateo Bi-County Area (San Francisco)	San Francisco & Brisbane	0	0	0	5	5
Port of San Francisco	San Francisco	0	0	0	0	0
Treasure Island & Yerba Buena Island	San Francisco	0	0	0	0	0

Attachment D, Table D2: PDA Implementation Status - Housing Permits Issued, 2015-2017

PDA Name	Jurisdiction	Housing units permitted by affordability level: 2015-17				
		Low	Very Low	Moderate	Above Moderate	Total Units
SAN MATEO COUNTY						
Rail Corridor	San Mateo	37	23	10	782	852
Downtown	South San Francisco	80	0	2	339	421
Downtown	Redwood City	0	0	0	312	312
Mission Boulevard	Daly City	21	185	5	16	227
Railroad Corridor	San Carlos	0	8	9	190	207
Burlingame El Camino Real	Burlingame	0	0	0	149	149
Villages of Belmont	Belmont	0	0	0	105	105
Broadway/Veterens Boulevard Corridor	Redwood City	7	0	0	83	90
Transit Corridors	San Bruno	0	3	42	41	86
El Camino Real	South San Francisco	0	4	10	61	75
El Camino Real Corridor and Downtown	Menlo Park	2	0	0	31	33
Grand Boulevard Initiative	San Mateo	0	0	2	16	18
El Camino Real Corridor	Redwood City	0	0	0	12	12
El Camino Real (North Fair Oaks)	San Mateo County	0	0	1	7	8
El Camino Real	Colma	0	0	0	6	6
Ravenswood	East Palo Alto	0	0	0	2	2
Bayshore	Daly City	0	0	1	0	1
Downtown	San Mateo	0	0	0	1	1
El Camino Real (Unincorporated Colma)	San Mateo County	0	0	0	0	0
Transit Station Area	Millbrae	0	0	0	0	0
San Francisco/San Mateo Bi-County Area (Brisbane)	San Francisco & Brisbane	0	0	0	0	0
El Camino Real	San Mateo	0	0	0	0	0
SANTA CLARA COUNTY						
Greater Downtown	San Jose	0	0	95	1,323	1,418
West San Carlos and Southwest Expressway Corridors	San Jose	0	0	110	927	1,037
Downtown "Frame"	San Jose	314	0	80	560	954

PDA Name	Jurisdiction	Housing units permitted by affordability level: 2015-17				
		Low	Very Low	Moderate	Above Moderate	Total Units
Cottle Transit Village (Hitachi)	San Jose	0	0	0	762	762
San Antonio	Mountain View	53	0	1	684	738
Tasman Crossing	Sunnyvale	89	19	1	627	736
Berryessa Station	San Jose	0	0	0	641	641
Communications Hill	San Jose	0	0	0	448	448
El Camino Real	Mountain View	54	29	0	354	437
Whisman Station	Mountain View	0	0	0	364	364
Winchester Boulevard TOD Corridor	San Jose	0	0	0	267	267
El Camino Real Focus Area	Santa Clara	0	0	0	246	246
Central Redevelopment Area	Campbell	7	2	13	209	231
East Sunnyvale	Sunnyvale	0	0	18	212	230
Stevens Creek TOD Corridor	San Jose	0	0	0	226	226
North San Jose	San Jose	0	0	0	149	149
Downtown	Morgan Hill	14	8	0	106	128
Santa Clara Valley Transportation Authority City Cores, Corridors & Station Areas	San Jose	82	18	0	8	108
Transit Area	Milpitas	0	0	0	82	82
Downtown	Mountain View	0	2	0	80	82
Downtown & Caltrain Station	Sunnyvale	0	0	4	43	47
Lawrence Station Transit Village	Sunnyvale	0	0	4	31	35
Downtown	Gilroy	0	0	0	26	26
East Santa Clara/Alum Rock Corridor	San Jose	1	0	0	6	7
Saratoga TOD Corridor	San Jose	0	0	0	5	5
Santa Clara Valley Transportation Authority City Cores, Corridors & Station Areas	Cupertino	0	0	5	0	5
California Avenue	Palo Alto	0	0	0	4	4
North Bayshore	Mountain View	0	0	0	0	0
Santa Clara Station Focus Area	Santa Clara	0	0	0	0	0

PDA Name	Jurisdiction	Housing units permitted by affordability level: 2015-17				
		Low	Very Low	Moderate	Above Moderate	Total Units
Oakridge/Almaden Plaza Urban Village	San Jose	0	0	0	0	0
Capitol/Tully/King Urban Villages	San Jose	0	0	0	0	0
Bascom TOD Corridor	San Jose	0	0	0	0	0
Bascom Urban Village	San Jose	0	0	0	0	0
Camden Urban Village	San Jose	0	0	0	0	0
Blossom Hill/Snell Urban Village	San Jose	0	0	0	0	0
Capitol Corridor Urban Villages	San Jose	0	0	0	0	0
Westgate/El Paseo Urban Village	San Jose	0	0	0	0	0
El Camino Real Corridor	Sunnyvale	0	0	0	0	0
Santa Clara Valley Transportation Authority City Cores, Corridors & Station Areas	Gilroy	0	0	0	0	0
Santa Clara Valley Transportation Authority City Cores, Corridors & Station Areas	Los Altos	0	0	0	0	0
Santa Clara Valley Transportation Authority City Cores, Corridors & Station Areas	Milpitas	0	0	0	0	0
SOLANO COUNTY						
Fairfield-Vacaville Train Station	Fairfield	0	0	0	81	81
Downtown South (Jefferson Street)	Fairfield	0	0	0	5	5
Downtown	Benicia	1	0	0	1	2
Downtown	Dixon	0	0	0	2	2
Northern Gateway - Benicia's Industrial Park	Benicia	0	0	0	0	0
North Texas Street Core	Fairfield	0	0	0	0	0
West Texas Street Gateway	Fairfield	0	0	0	0	0
Downtown & Waterfront	Suisun City	0	0	0	0	0
Downtown	Vacaville	0	0	0	0	0
Allison Area	Vacaville	0	0	0	0	0
Waterfront & Downtown	Vallejo	0	0	0	0	0
Sonoma Boulevard	Vallejo	0	0	0	0	0

PDA Name	Jurisdiction	Housing units permitted by affordability level: 2015-17				
		Low	Very Low	Moderate	Above Moderate	Total Units
SONOMA COUNTY						
North Santa Rosa Station	Santa Rosa	1	0	0	140	141
Roseland	Santa Rosa	56	21	0	6	83
Sebastopol Road Corridor	Santa Rosa	0	0	1	41	42
Downtown/SMART Transit Area	Cloverdale	25	7	3	1	36
Station Area/Downtown Specific Plan Area	Windsor	0	0	0	19	19
Mendocino Avenue/Santa Rosa Avenue Corridor	Santa Rosa	0	0	0	9	9
Core Area	Sebastopol	0	0	0	4	4
Central, Turning Basin/Lower Reach	Petaluma	0	0	2	1	3
Downtown Station Area	Santa Rosa	0	0	1	2	3
Downtown and Cotati Depot	Cotati	0	0	0	0	0
Sonoma Mountain Village	Rohnert Park	0	0	0	0	0
Central Rohnert Park	Rohnert Park	0	0	0	0	0
	BAY AREA TOTAL	**3,198**	**1,985**	**1,778**	**32,834**	**39,795**

Attachment E, Table E1: - PDA Performance - Horizon Guiding Principle Performance by PDA

PDA Name	Jurisdiction Lead	County	Opportunity (1-5)	VMT Reduction Potential (1-5)	Housing Affordability (1-5)	Community Stability (1-5)	Total (0-20)
ALAMEDA COUNTY							
Naval Air Station	Alameda	Alameda	4	4	5	5	18
Northern Waterfront	Alameda	Alameda	4	4	4	5	17
Castro Valley BART	Alameda County	Alameda	2	3	4	5	14
East 14th Street and Mission Boulevard	Alameda County	Alameda	2	4	4	2	12
Hesperian Boulevard	Alameda County	Alameda	2	3	4	2	11
Meekland Avenue Corridor	Alameda County	Alameda	2	3	4	5	14
San Pablo & Solano Mixed Use Neighborhood	Albany	Alameda	5	4	3	5	17
Adeline Street	Berkeley	Alameda	4	5	5	5	19
Downtown	Berkeley	Alameda	1	5	4	5	15
San Pablo Avenue	Berkeley	Alameda	4	5	4	1	14
South Shattuck	Berkeley	Alameda	4	5	5	5	19
Southside/Telegraph Avenue	Berkeley	Alameda	1	5	3	1	10
University Avenue	Berkeley	Alameda	4	5	3	5	17
Downtown Specific Plan Area	Dublin	Alameda	4	3	3	5	15
Town Center	Dublin	Alameda	3	2	2	5	12
Transit Center/Dublin Crossings	Dublin	Alameda	5	2	2	2	11
Mixed-Use Core	Emeryville	Alameda	4	5	3	2	14
Centerville	Fremont	Alameda	3	1	2	2	8
City Center	Fremont	Alameda	4	3	2	2	11
Irvington District	Fremont	Alameda	3	3	2	1	9
Warm Springs	Fremont	Alameda	5	1	2	5	13
Downtown	Hayward	Alameda	2	3	4	5	14
Mission Boulevard Corridor	Hayward	Alameda	2	4	4	5	15
South Hayward BART	Hayward	Alameda	2	3	4	5	14
South Hayward BART	Hayward	Alameda	2	1	3	5	11
The Cannery	Hayward	Alameda	2	3	4	2	11
Downtown	Livermore	Alameda	3	2	4	5	14

PDA Name	Jurisdiction Lead	County	Opportunity (1-5)	VMT Reduction Potential (1-5)	Housing Affordability (1-5)	Community Stability (1-5)	Total (0-20)
East Side	Livermore	Alameda	3	2	2	3	10
Isabel Avenue/BART Station Planning Area	Livermore	Alameda	3	1	2	5	11
Dumbarton Transit Oriented Development	Newark	Alameda	2	2	3	5	12
Old Town Mixed Use Area	Newark	Alameda	2	2	2	5	11
Coliseum BART Station Area	Oakland	Alameda	1	5	4	5	15
Downtown & Jack London Square	Oakland	Alameda	1	5	4	2	12
Eastmont Town Center	Oakland	Alameda	2	3	5	5	15
Fruitvale and Dimond Areas	Oakland	Alameda	2	4	5	5	16
Golden Gate/North Oakland	Oakland	Alameda	3	5	4	1	13
MacArthur Transit Village	Oakland	Alameda	2	5	4	1	12
TOD Corridors	Oakland	Alameda	3	5	4	5	17
TOD Corridors - International Boulevard	Oakland	Alameda	2	4	5	5	16
TOD Corridors - San Antonio/Central Estuary	Oakland	Alameda	1	5	5	2	13
West Oakland	Oakland	Alameda	3	5	5	5	18
Hacienda	Pleasanton	Alameda	4	4	2	3	13
Bay Fair BART Village	San Leandro	Alameda	2	4	4	5	15
Downtown Transit Oriented Development	San Leandro	Alameda	2	4	4	5	15
East 14th Street	San Leandro	Alameda	2	3	4	5	14
Intermodal Station District	Union City	Alameda	3	2	2	5	12
CONTRA COSTA COUNTY							
Hillcrest eBART Station	Antioch	Contra Costa	2	2	4	2	10
Rivertown Waterfront	Antioch	Contra Costa	2	3	5	5	15
Community Reuse Area/Los Medanos	Concord	Contra Costa	2	3	3	5	13

PDA Name	Jurisdiction Lead	County	Opportunity (1-5)	VMT Reduction Potential (1-5)	Housing Affordability (1-5)	Community Stability (1-5)	Total (0-20)
Community Reuse Area/Los Medanos	Concord	Contra Costa	2	1	2	5	10
Downtown	Concord	Contra Costa	3	3	4	5	15
Contra Costa Centre	Contra Costa County	Contra Costa	3	3	3	5	14
Downtown El Sobrante	Contra Costa County	Contra Costa	2	3	4	5	14
Pittsburg/Bay Point BART Station	Contra Costa County	Contra Costa	1	3	4	5	13
Pittsburg/Bay Point BART Station	Contra Costa County	Contra Costa	2	2	2	3	9
West Contra Costa Transportation Advisory Committee San Pablo Avenue Corridor	Contra Costa County	Contra Costa	2	4	4	5	15
Downtown	Danville	Contra Costa	5	1	2	5	13
San Pablo Avenue Corridor	El Cerrito	Contra Costa	5	4	3	2	14
San Pablo Avenue Corridor	El Cerrito	Contra Costa	3	4	3	2	12
Central Hercules	Hercules	Contra Costa	3	3	3	5	14
Waterfront District	Hercules	Contra Costa	3	3	2	5	13
West Contra Costa Transportation Advisory Committee San Pablo Avenue Corridor	Hercules	Contra Costa	3	3	4	5	15
Downtown	Lafayette	Contra Costa	5	1	3	5	14
Downtown	Martinez	Contra Costa	2	3	5	5	15
Moraga Center	Moraga	Contra Costa	5	1	2	5	13
Downtown	Oakley	Contra Costa	2	1	3	2	8
Employment Area	Oakley	Contra Costa	2	1	3	5	11
Potential Planning Area	Oakley	Contra Costa	2	1	4	5	12

PDA Name	Jurisdiction Lead	County	Opportunity (1-5)	VMT Reduction Potential (1-5)	Housing Affordability (1-5)	Community Stability (1-5)	Total (0-20)
Downtown	Orinda	Contra Costa	5	1	2	3	11
Appian Way Corridor	Pinole	Contra Costa	3	3	3	5	14
Old Town San Pablo Avenue	Pinole	Contra Costa	3	3	4	5	15
Downtown	Pittsburg	Contra Costa	2	1	5	5	13
Railroad Avenue eBART Station	Pittsburg	Contra Costa	1	4	5	5	15
Buskirk Avenue Corridor	Pleasant Hill	Contra Costa	4	3	3	2	12
Diablo Valley College	Pleasant Hill	Contra Costa	3	3	3	5	14
Central Richmond & 23rd Street Corridor	Richmond	Contra Costa	2	5	5	5	17
Central Richmond & 23rd Street Corridor	Richmond	Contra Costa	2	4	5	5	16
South Richmond	Richmond	Contra Costa	2	3	4	5	14
West Contra Costa Transportation Advisory Committee San Pablo Avenue Corridor	Richmond	Contra Costa	3	4	4	2	13
North Richmond	Richmond (with Contra Costa County	Contra Costa	1	4	4	5	14
Rumrill Boulevard	San Pablo	Contra Costa	2	5	5	5	17
San Pablo Avenue & 23rd Street Corridors	San Pablo	Contra Costa	1	4	5	1	11
City Center	San Ramon	Contra Costa	5	1	2	5	13
North Camino Ramon	San Ramon	Contra Costa	5	1	2	5	13
Core Area	Walnut Creek	Contra Costa	4	2	2	5	13
MARIN COUNTY							
Unincorporated Marin County	Marin County	Marin	5	2	3	5	15
Downtown	San Rafael	Marin	3	3	3	3	12
NAPA COUNTY							
Highway 29 Corridor	American Canyon	Napa	3	3	4	5	15

PDA Name	Jurisdiction Lead	County	Opportunity (1-5)	VMT Reduction Potential (1-5)	Housing Affordability (1-5)	Community Stability (1-5)	Total (0-20)
Downtown Napa and Soscol Gateway Corridor	Napa	Napa	0	3	4	5	12
SAN FRANCISCO CITY & COUNTY							
19th Avenue	San Francisco	San Francisco	3	5	2	5	15
Balboa Park	San Francisco	San Francisco	3	5	3	5	16
Bayview/Hunters Point Shipyard/Candlestick Point	San Francisco	San Francisco	3	5	4	5	17
Downtown-Van Ness-Geary	San Francisco	San Francisco	5	5	3	1	14
Eastern Neighborhoods	San Francisco	San Francisco	3	5	3	5	16
Market-Octavia/Upper Market	San Francisco	San Francisco	3	5	3	1	12
Mission Bay	San Francisco	San Francisco	4	5	2	5	16
Mission-San Jose Corridor	San Francisco	San Francisco	3	5	3	2	13
Port of San Francisco	San Francisco	San Francisco	3	5	2	5	15
Transit Center District	San Francisco	San Francisco	3	5	2	5	15
Treasure Island & Yerba Buena Island	San Francisco	San Francisco	1	4	2	5	12
San Francisco/San Mateo Bi-County Area	San Francisco & Brisbane	San Francisco	2	5	2	5	14
San Francisco/San Mateo Bi-County Area	San Francisco & Brisbane	San Francisco	2	5	3	3	13
SAN MATEO COUNTY							
Villages of Belmont	Belmont	San Mateo	3	3	2	2	10
Downtown	Benicia	San Mateo	4	1	5	5	15
Burlingame El Camino Real	Burlingame	San Mateo	5	3	2	2	12
El Camino Real	Colma	San Mateo	3	4	4	1	12
Bayshore	Daly City	San Mateo	2	5	3	3	13
Mission Boulevard	Daly City	San Mateo	2	5	3	5	15
Ravenswood	East Palo Alto	San Mateo	2	4	3	5	14
Transit Station Area	Millbrae	San Mateo	5	3	3	5	16

PDA Name	Jurisdiction Lead	County	Opportunity (1-5)	VMT Reduction Potential (1-5)	Housing Affordability (1-5)	Community Stability (1-5)	Total (0-20)
Broadway/Veterens Boulevard Corridor	Redwood City	San Mateo	2	5	3	5	15
Downtown	Redwood City	San Mateo	2	5	3	5	15
El Camino Real Corridor	Redwood City	San Mateo	2	4	3	5	14
Transit Corridors	San Bruno	San Mateo	2	4	3	5	14
Railroad Corridor	San Carlos	San Mateo	3	3	2	5	13
Downtown	San Mateo	San Mateo	4	4	3	5	16
El Camino Real	San Mateo	San Mateo	3	3	2	2	10
Grand Boulevard Initiative	San Mateo	San Mateo	3	3	2	2	10
Rail Corridor	San Mateo	San Mateo	3	3	2	5	13
El Camino Real (North Fair Oaks)	San Mateo County	San Mateo	2	4	3	2	11
El Camino Real (Unincorporated Colma)	San Mateo County	San Mateo	3	4	4	1	12
Downtown	South San Francisco	San Mateo	2	4	3	1	10
El Camino Real	South San Francisco	San Mateo	3	3	3	5	14
SANTA CLARA COUNTY							
Central Redevelopment Area	Campbell	Santa Clara	3	4	2	3	12
Santa Clara Valley Transportation Authority City Cores, Corridors & Station Areas	Cupertino	Santa Clara	5	4	2	5	16
Downtown	Gilroy	Santa Clara	1	5	4	5	15
Santa Clara Valley Transportation Authority City Cores, Corridors & Station Areas	Gilroy	Santa Clara	2	5	4	5	16
Santa Clara Valley Transportation Authority City Cores, Corridors & Station Areas	Los Altos	Santa Clara	5	3	2	5	15

PDA Name	Jurisdiction Lead	County	Opportunity (1-5)	VMT Reduction Potential (1-5)	Housing Affordability (1-5)	Community Stability (1-5)	Total (0-20)
El Camino Real Corridor and Downtown	Menlo Park	Santa Clara	4	4	2	2	12
Santa Clara Valley Transportation Authority City Cores, Corridors & Station Areas	Milpitas	Santa Clara	4	4	2	5	15
Transit Area	Milpitas	Santa Clara	4	4	2	5	15
Downtown	Morgan Hill	Santa Clara	3	4	3	5	15
Downtown	Mountain View	Santa Clara	5	3	2	5	15
El Camino Real	Mountain View	Santa Clara	4	4	2	2	12
North Bayshore	Mountain View	Santa Clara	3	1	4	5	13
San Antonio	Mountain View	Santa Clara	5	3	2	2	12
Whisman Station	Mountain View	Santa Clara	5	4	2	5	16
California Avenue	Palo Alto	Santa Clara	5	4	2	5	16
Bascom TOD Corridor	San Jose	Santa Clara	2	4	3	5	14
Bascom Urban Village	San Jose	Santa Clara	3	3	3	5	14
Berryessa Station	San Jose	Santa Clara	2	4	3	5	14
Blossom Hill/Snell Urban Village	San Jose	Santa Clara	2	3	2	5	12
Camden Urban Village	San Jose	Santa Clara	4	3	2	2	11
Capitol Corridor Urban Villages	San Jose	Santa Clara	2	4	2	5	13
Capitol/Tully/King Urban Villages	San Jose	Santa Clara	2	4	3	5	14
Communications Hill	San Jose	Santa Clara	2	4	3	5	14
Cottle Transit Village (Hitachi)	San Jose	Santa Clara	2	3	2	5	12
Downtown "Frame"	San Jose	Santa Clara	2	4	3	5	14
East Santa Clara/Alum Rock Corridor	San Jose	Santa Clara	2	4	4	5	15
Greater Downtown	San Jose	Santa Clara	2	5	3	5	15
North San Jose	San Jose	Santa Clara	4	4	2	5	15

PDA Name	Jurisdiction Lead	County	Opportunity (1-5)	VMT Reduction Potential (1-5)	Housing Affordability (1-5)	Community Stability (1-5)	Total (0-20)
Oakridge/Almaden Plaza Urban Village	San Jose	Santa Clara	2	3	2	2	9
Santa Clara Valley Transportation Authority City Cores, Corridors & Station Areas	San Jose	Santa Clara	2	4	3	5	14
Saratoga TOD Corridor	San Jose	Santa Clara	4	4	3	5	16
Stevens Creek TOD Corridor	San Jose	Santa Clara	4	4	2	5	15
West San Carlos and Southwest Expressway Corridors	San Jose	Santa Clara	3	4	3	2	12
Westgate/El Paseo Urban Village	San Jose	Santa Clara	4	3	2	2	11
Winchester Boulevard TOD Corridor	San Jose	Santa Clara	3	3	3	2	11
El Camino Real Focus Area	Santa Clara	Santa Clara	1	5	3	2	11
Santa Clara Station Focus Area	Santa Clara	Santa Clara	1	4	3	2	10
Downtown & Caltrain Station	Sunnyvale	Santa Clara	3	4	2	5	14
East Sunnyvale	Sunnyvale	Santa Clara	3	3	2	5	13
El Camino Real Corridor	Sunnyvale	Santa Clara	4	3	2	5	14
Lawrence Station Transit Village	Sunnyvale	Santa Clara	3	3	2	5	13
Tasman Crossing	Sunnyvale	Santa Clara	3	3	2	2	10
SOLANO COUNTY							
Northern Gateway - Benicia's Industrial Park	Benicia	Solano	3	1	4	5	13
Downtown	Dixon	Solano	2	3	5	3	13
Downtown South (Jefferson Street)	Fairfield	Solano	2	4	5	5	16
Fairfield-Vacaville Train Station	Fairfield	Solano	3	2	2	5	12
North Texas Street Core	Fairfield	Solano	1	4	5	2	12
West Texas Street Gateway	Fairfield	Solano	2	4	4	2	12
Downtown & Waterfront	Suisun City	Solano	2	1	3	5	11

PDA Name	Jurisdiction Lead	County	Opportunity (1-5)	VMT Reduction Potential (1-5)	Housing Affordability (1-5)	Community Stability (1-5)	Total (0-20)
Allison Area	Vacaville	Solano	2	2	4	5	13
Downtown	Vacaville	Solano	2	3	5	5	15
Sonoma Boulevard	Vallejo	Solano	1	4	5	5	15
Waterfront & Downtown	Vallejo	Solano	2	4	5	5	16
SONOMA COUNTY							
Downtown/SMART Transit Area	Cloverdale	Sonoma	4	4	5	3	16
Downtown and Cotati Depot	Cotati	Sonoma	3	1	4	2	10
Central, Turning Basin/Lower Reach	Petaluma	Sonoma	3	3	4	5	15
Central Rohnert Park	Rohnert Park	Sonoma	2	2	4	5	13
Sonoma Mountain Village	Rohnert Park	Sonoma	3	1	2	2	8
Downtown Station Area	Santa Rosa	Sonoma	2	4	5	5	16
Mendocino Avenue/Santa Rosa Avenue Corridor	Santa Rosa	Sonoma	2	4	4	2	12
North Santa Rosa Station	Santa Rosa	Sonoma	2	5	5	5	17
Roseland	Santa Rosa	Sonoma	2	4	4	5	15
Sebastopol Road Corridor	Santa Rosa	Sonoma	2	4	4	5	15
Core Area	Sebastopol	Sonoma	4	1	4	5	14
Station Area/Downtown Specific Plan Area	Windsor	Sonoma	2	3	3	2	10

***Plan Bay Area 2050:* Regional Growth Framework Update – Supportive VMT-Reduction Policies**

The table below summarizes a set of proposed policies demonstrated to reduce Vehicle Miles Travelled (VMT) intended to complement the VMT-reduction of transit service in PDAs, particularly those with limited access. Connected Community PDAs that are outside of a High Resource Area (HRA) would be required to adopt at least 2 of these policies, which may be refined in advance of the final adoption of new PDAs.

Supportive Policy	Description
Senate Bill 743 (SB743)[i] Implementation	• Adopt a Parking and Transportation-Demand Management (TDM) Ordinance that includes a monitoring and enforcement component. The ordinance would apply to new commercial and residential development and require developers and property managers to reduce VMT through measures like free transit passes, bike and car share memberships with the bikes/vehicles on-site. • Create new, or revise existing, development impact fees to be added to a transportation fund that can be invested in VMT-reduction investments citywide
Active Transportation Planning	• Adopt a policy to prioritize planning and implementation of Class 2[ii] or better bike infrastructure and safe, pedestrian-scaled streets • Adopt Vision Zero[iii] and universal design (designs that accommodate the widest range of potential users, including people with mobility and visual impairments) policies
Curb Management	• Adopt a policy to prioritize curb space for reliable transit and shared modes (e.g. bicycles, scooters), with consideration to other uses of the curb that provide environmental and social benefits (e.g. carshare, green stormwater infrastructure, small public spaces (parklets), electric vehicle chargers and managed parking with pricing).

[i] SB743, adopted in 2013, changes the way that cities are required to analyze the transportation impacts of a development project to focus on its impact on Vehicle Miles Travelled (VMT) rather than its impact on roadway congestion (commonly analyzed as Level of Service). The policy proposed here would enable a city to achieve the objective of SB743 by putting in place requirements to reduce VMT. Additional information is available here.

[ii] A striped lane for bicycle travel on a street or highway. Additional information from the California Department of Transportation (Caltrans) is available here.

[iii] A strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility. More information is available here.

***Plan Bay Area 2050:* Regional Growth Framework Update**
Priority Conservation Areas (PCAs) – Overview and Eligibility Criteria

Program Information
The Priority Conservation Areas (PCA) complement PDAs by protecting a network of locally-identified at-risk open space, farmland, and habitat. Along with PDAs, PCAs were the centerpiece of the Regional Growth Framework that shaped the first two iterations of Plan Bay Area. The goal of the nominating PCAs is to:

- **Protect key open spaces** under pressure from urban development and other factors.
- **Preserve the lands necessary** to maintain the region's quality of life, ecological diversity, and agricultural production capabilities.
- **Provide opportunities for partnerships** and coordination in open space protection and preservation efforts, focusing available resources within a regional framework.
- **Create a regional vision** for open space conservation and preservation needs.

Eligible Areas
For an area to be eligible for nomination as a PCA, it must:

- Provide **regionally significant** agricultural, natural resource, scenic, recreational, and/or ecological values and ecosystem functions, demonstrated through adopted plans and recognized data sources such as the Conservation Lands Network (CLN);
- **Require protection** due to pressure from urban development or other factors; and
- Fall into **one or more PCA designation category**: Natural Landscapes, Agricultural Lands, Urban Greening, and Regional Recreation.

Nomination Process
Similar to the proposed process for PDAs, applicants would have the option of submitting a letter of interest prior to full application for staff review, or submitting a full application. **Letters of interest** would include: a) a completed checklist demonstrating consistency with eligibility criteria; b) a narrative description of the proposed area; and c) a map of the area. **Full applications** would include all of this information as well as an adopted resolution by the jurisdiction or special district with primary land use control - typically a city, county or park/open space district.

Contact Information
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***Plan Bay Area 2050:* Regional Growth Framework Update**
Proposed Priority Production Area (PPA) Pilot Program – Overview and Eligibility Criteria

Program Information
The Priority Production Area (PPA) program would identify industrial areas of importance to the regional and local economies, provide supportive resources and implementation actions for these areas, and encourage middle-wage job opportunities. PPAs would be locally-designated areas where industrial jobs (including manufacturing and supply chain services such as warehousing, distribution and repair) would be a priority consideration in determining future land use. In many cases, PPAs would be areas with broad community support for continued industrial activity that face pressure for conversion to higher-value uses.

The PPA program would complement existing Priority Development Area (PDA) and Priority Conservation Area (PCA) programs. It would build on the regional and local partnerships and knowledge resources that ABAG/MTC has developed over the past three years in establishing the Greater Bay Area Regional Economic Development District. The goals of designating PPAs would be to:

- **Support** strong clusters of the region's economy.
- **Align with the transportation planning framework** for freight and goods movement.
- **Plan for space** needed for middle-wage job opportunities.
- **Encourage middle-wage job growth** close to affordable housing.

For Plan Bay Area 2050, the PPA program will be implemented as a pilot program, with a limited number of PPAs designated from selected jurisdictions. The criteria for the pilot program described below would be improved and revised through testing during the Plan Bay Area 2050 analysis.

Proposed Eligibility Criteria for Pilot PPA Program
Each application will be evaluated according to local context and needs. Staff proposes the following criteria for PPAs:

- **The area is zoned for industrial use**[i] or has a high concentration of industrial activities
- **The area does not overlap with a Priority Development Area** and does not include land within one-half mile of a regional rail[ii] station
- **The jurisdiction has a certified housing element**

Proposed Nomination Process
Applicants would have the option of submitting a letter of interest prior to full application for staff review, or submitting a full application for PPAs. **Letters of interest** would include: a) a completed checklist demonstrating consistency with eligibility criteria; b) a narrative description of the proposed area; and c) a map of the area. **Full applications** would include all of this information as well as an adopted resolution by the City Council or Board of Supervisors. Applications that are not accepted for the pilot program to include in the plan may still be helpful in testing and shaping the PPA program that will be finalized after adoption of PBA 2050.

Staff Contracts:

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[i] [i] This could include, but is not limited to, industrial zoning, zoning controls that maintain industrial activities in a mixed use area, interim controls protecting existing industrial uses.

[ii] Regional rail is defined as heavy, commuter, or intercity rail, including but not limited to BART, Caltrain, SMART, ACE, and Amtrak.

SPUR
San Francisco | San Jose | Oakland

Bay Area Metro
375 Beale Street
San Francisco, CA 94105

May 3, 2019

Re: Regional Growth Framework Revisions: Next Steps Presentation

Dear ABAG President Rabbitt, MTC Chair Haggerty, MTC Commissioners, ABAG Executive Board, and Staff,

The San Francisco Bay Area Planning and Urban Research Association (SPUR) is member-supported urban policy think tank that promotes good planning and good government through research, education and advocacy. We are located in the three largest cities of the Bay Area and work to drive local and regional change.

We commend MTC and ABAG for re-assessing the Plan Bay Area regional growth strategy and the Priority Development Area tool. The last update of Plan Bay Area offered a sobering wake-up call that our current approach to regional and local planning will continue to worsen the many crises that the Bay Area faces. This major update of Plan Bay Area is an opportunity to be visionary and paint a picture of what we want the future to be, rather than accept current trends.

The *Horizons* Perspective Paper highlights several of the shortcomings with the current growth framework, including:

- Cities opt-in to the Priority Development Area designation, which limits new growth to too few places and worsens housing costs and other displacement pressures around the region.
- Only 6% of Priority Development Areas are located in areas of high opportunity, reflecting a long history of policy decisions that have disadvantaged people of color and low-income people—as well as an opportunity to reverse the trend of growing segregation.
- Approximately half of the region's housing growth between 2015-2017 has taken place outside of the Priority Development Areas, suggesting that the PDA tools are not adequately shaping where growth is located.
- Some Priority Development Areas do not meet the program criteria, suggesting that these are not the "right" places for new growth.
- Some of the areas in the region with the highest potential to reduce VMT and greenhouse gas emissions are not PDAs, suggesting that the PDA tool is missing some of the most transit-accessible and sustainable places to grow.

SPUR strongly supports the proposed definition of a PDA: *"an infill location that is planned for significant housing and job growth, offers a suite of mobility options which enable residents to live a car-free or car-light lifestyle, and promotes greater opportunity for all, regardless of race or income".* **We strongly support using objective, measurable criteria to determine where growth should be located. Locating new growth in Transit Priority Areas and High Opportunity Areas is a big step in the right direction.** As MTC and ABAG consider the adoption of this new framework, we also recommend:

1. **We strongly support locating growth in areas that are rich in transit, high-quality schools, and other resources that promote economic mobility.** However, changing the regional growth framework will not change the fact that some cities have been reluctant to embrace growth and submit plans that conform to the regional growth framework. **We recommend that MTC add requirements to its funding programs to move away from an opt-in approach and continue to explore statewide growth management legislation**, such as those that concentrate growth near transit and require local plans to be consistent with the regional plan.

2. We appreciate that there are two categories of PDAs. All PDAs are not alike, and we should expect more from our urban areas. It is these areas where we also most need to direct job growth to support transit. **For transit-rich PDAs, we recommend a requirement that cities plan for at least 60% of their job growth within ¼-mile of regional rail stations.**

3. **For connected community PDAs, we recommend a closer look at the requirement that "at least 50% of land in PDA be within ½ mile of an existing or planned bus line with headways of no more than 30 minutes in peak periods**". Many transit agencies are starting to shift their operating models to provide high-ridership routes (high frequency and high span) with less geographic coverage. These shifts are consistent with the need to create a network of local and regional routes and help support the financial stability of transit agencies, but the shifts also mean that the amount of land area proximal to a bus route may change.

4. **Prior to adoption of the proposal, we recommend that staff prepare and circulate a map that shows the area and locations that would be incorporated in the new designations**. That will help determine how much land is available for growth.

5. **Prior to adoption of the proposal, we recommend that staff prepare and circulate a map that compares the areas that are classified as PDAs if they have the current 20-minute transit frequency compared to the proposed 15-minute transit frequency**. Though SPUR supports frequent transit, we are also concerned that this shift may reduce the number of places that are designated for growth.

6. **We recommend that MTC model approximately how much growth could fit within these designations.** SPUR found that in the last two decades we have created a housing shortfall of 700,000 housing units and will need to produce 2.5 million new housing units over the next 50 years to make the region affordable to median income households.[1] It is not clear whether the proposed land area covered by the PDA framework can accommodate this amount of growth, suggesting the possibility of spillover into areas where we do not want to direct growth or into the megaregion.

7. We appreciate that there are two categories of PDAs, one that will help reinforce the urban centers of the Bay Area. All PDAs are not alike, and we should expect more from our urban areas. It is these areas where we also most need to direct job growth to support transit. **We recommend a requirement that cities plan for at least 60% of their job growth within ¼-mile of regional rail stations.**

8. **We appreciate that the two categories of PDAs incorporate job growth.** For many years, SPUR has advocated for Bay Area Metro to revise the PDA program and criteria to incorporate jobs so that the regional growth framework more directly shapes the location, density and diversity of employment.

9. **We support the Priority Production Area (PPA) for industrial jobs in concept, however:**

    a. **We caution that cities could use the PPA as an excuse to not permit housing and infill development**. One way to avoid this outcome is to require cities to adopt plans for Priority Development Areas (or whatever replaces this program) prior to nominating Priority Production Areas. We also support the staff recommendation that PPAs not overlap with a PDA and does not include land within ½ mile of a regional rail station or ferry terminal.

    b. **We want to grow the number of middle-wage jobs in the Bay Area, and protecting land for industrial jobs may not achieve that goal.** The Bay Area has had almost no change in the number of middle-wage jobs between 2007 and 2017.[2] At the same time, the types of industries and occupations that support middle-wage jobs is changing. Many industrial jobs are no longer middle-wage jobs. Jobs in the healthcare, caring occupations, and professional services are

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[1] https://www.spur.org/news/2019-02-21/how-much-housing-should-bay-area-have-built-avoid-current-housing-crisis

[2] https://www.spur.org/news/2019-01-23/wage-trends-show-increases-low-wage-jobs-while-middle-wage-job-growth-slows

growing and will provide middle-income jobs. We encourage Bay Area Metro to provide support for these jobs within the growth framework.

10. **Require cities to rezone their Priority Development Areas**. Many cities that have adopted specific plans for their PDAs have not rezoned the land. Rezoning after adopting a plan helps speed up the infill development process. We recommend changing the grant award criteria so that cities that must include rezoning in their scope of work as a condition of funding.

11. **Clarify how these designations will be used relative to various funding programs and policies.** It is helpful for cities to understand how the criteria and designations will be used to inform Plan Bay Area, as well as OBAG, transit funding, RHNA, fair housing and other programs.

Thank you for the opportunity to provide input on this critical update to the region's plan for growth. Please do not hesitate to reach out with any questions at ltolkoff@spur.org.

Sincerely,

Laura Tolkoff
Regional Planning Policy Director