PLAN BAY AREA 2050

Regional Growth Framework:
PDA, PCA, and PPA Updates

ABAG Regional Planning Committee

May 1, 2019

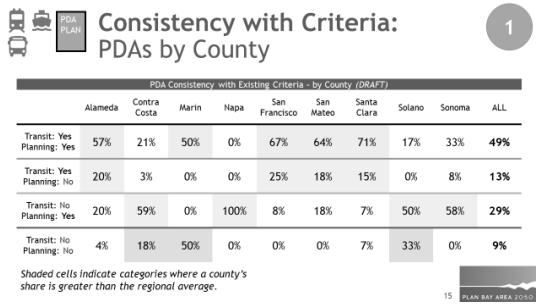
Mark Shorett, MTC/ABAG

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

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

Today, we are **providing that information** and **proposing detailed updates** to the 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.



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.

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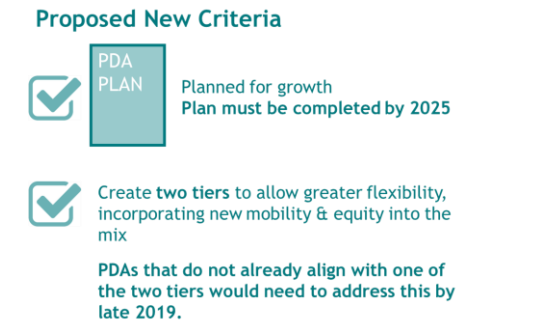


Proposed New Criteria

PDA PLAN

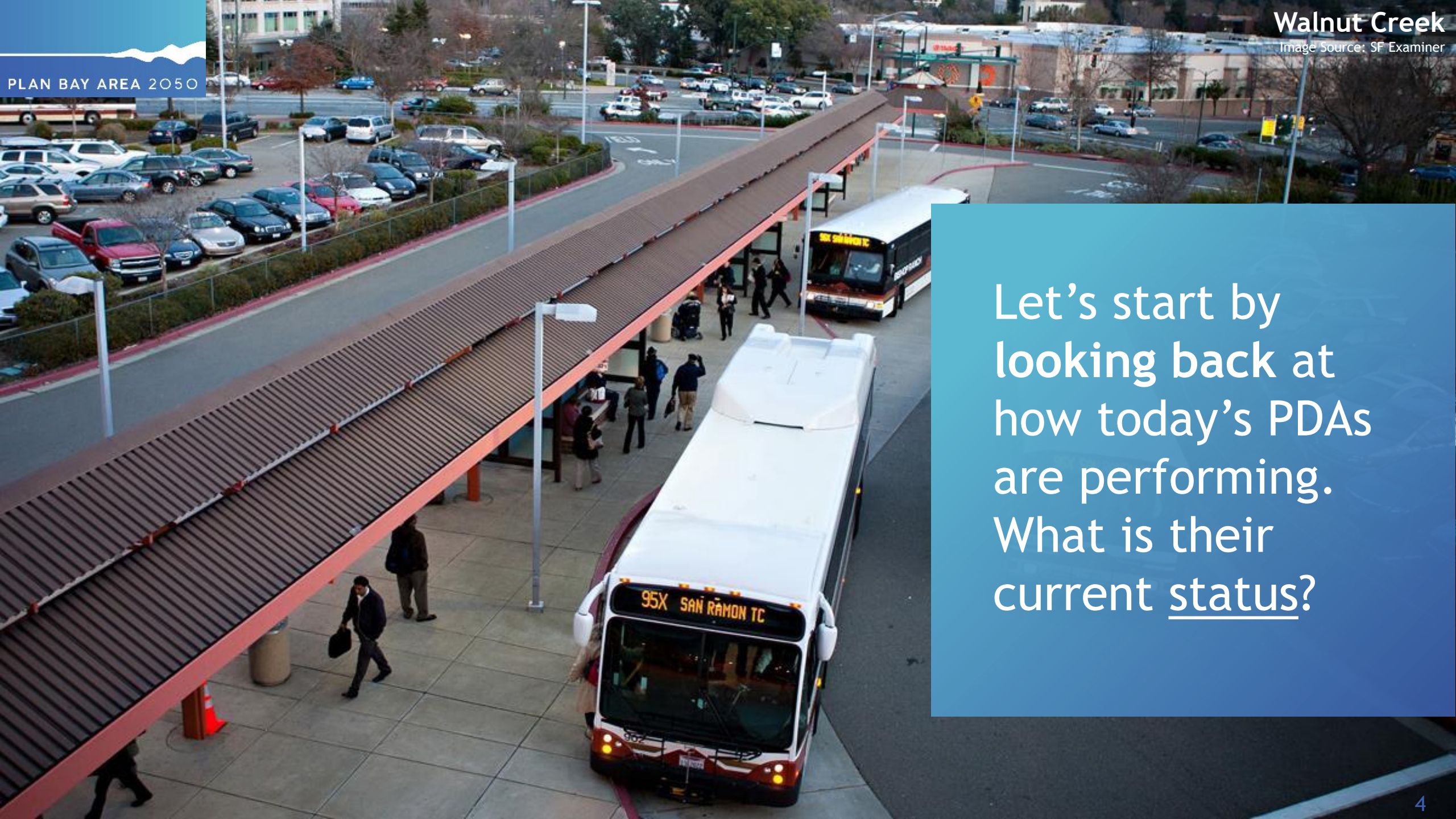
Planned for growth
Plan must be completed by 2025

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.

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

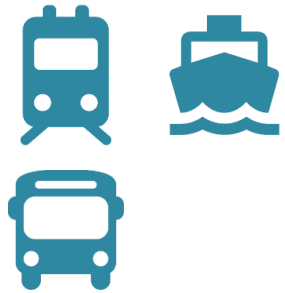
Image Source: SF Examiner

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

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

Attachment C *includes data on individual PDAs.*

Current PDA Criteria	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



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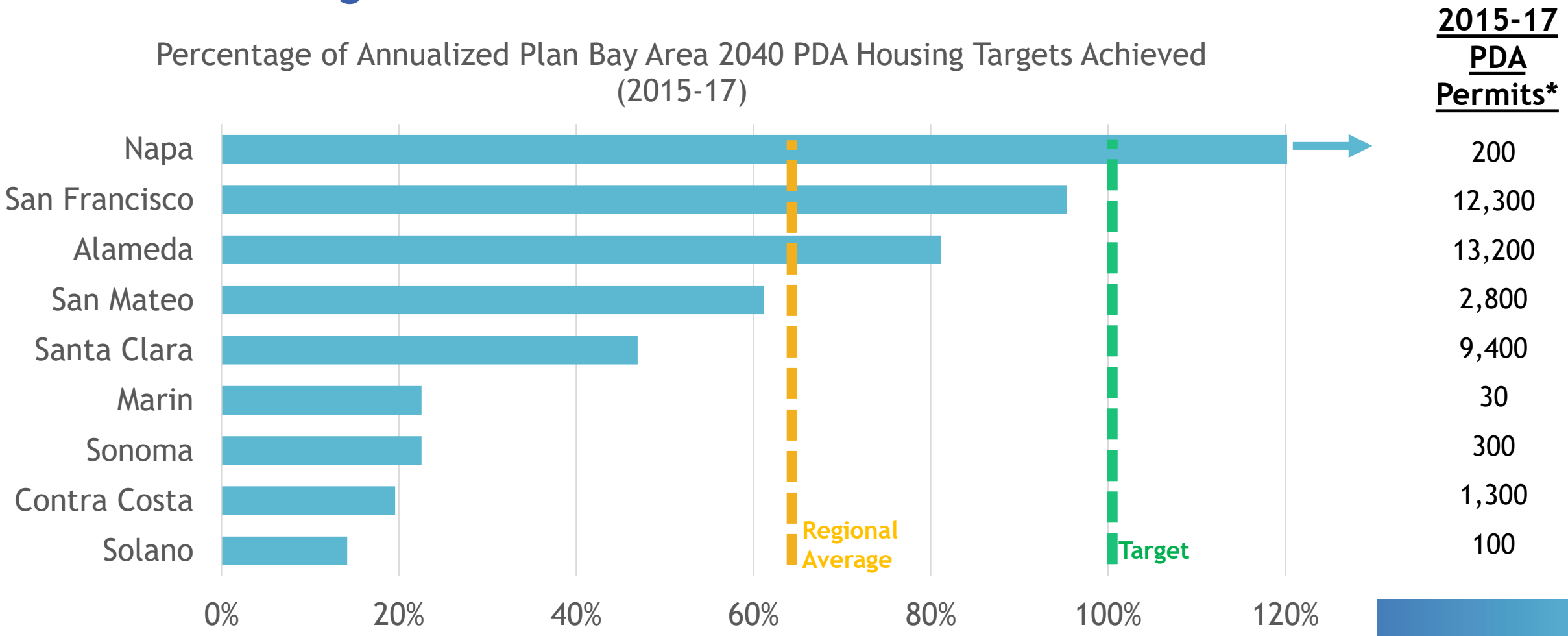
Permitted Housing:

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



Data for individual PDAs provided in Attachment C

*Rounded to nearest 100, except Marin

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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**	57%	21%	50%	0%	67%	64%	71%	17%	33%	**49%**
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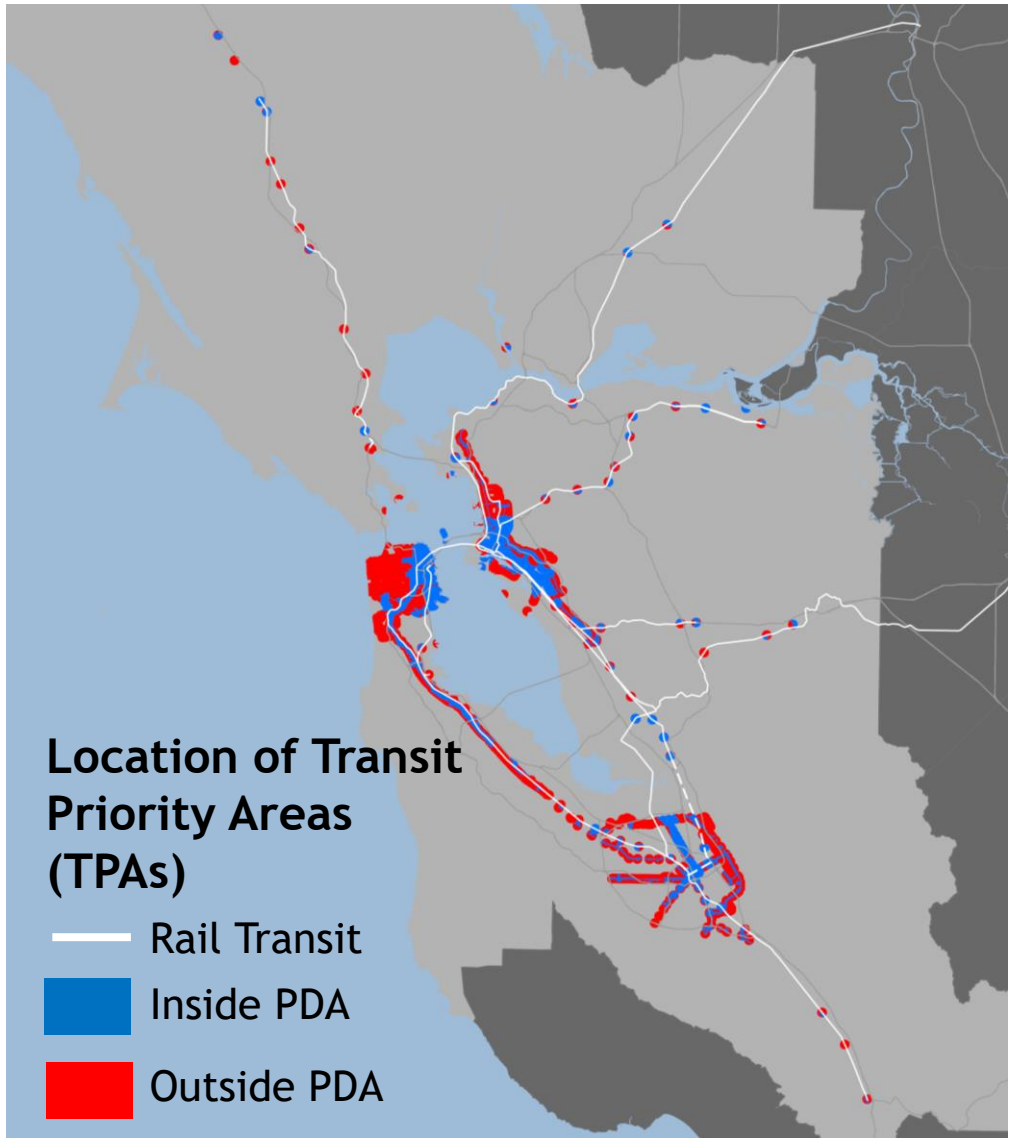
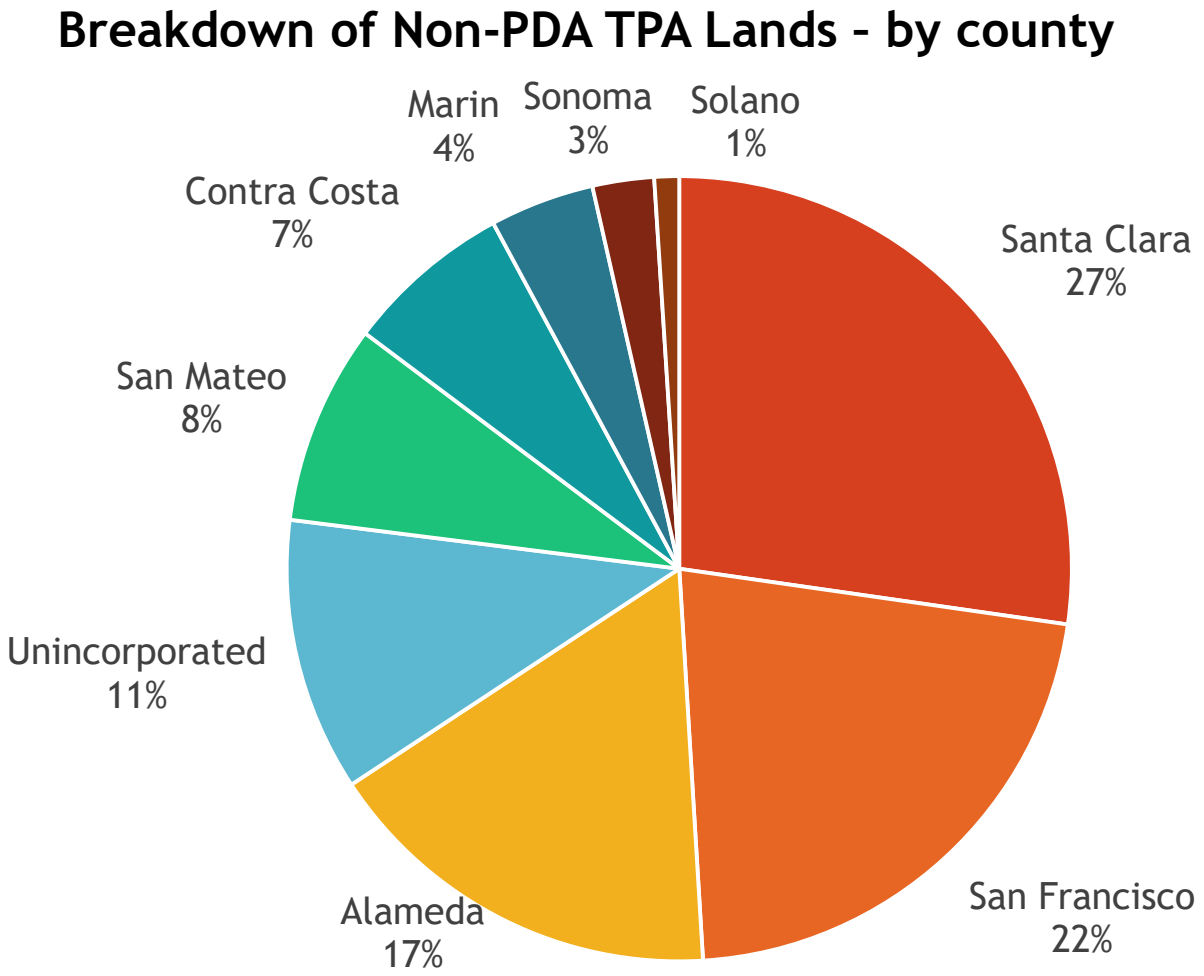
Shaded cells indicate that a county's share is greater than the regional average.

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.

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



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

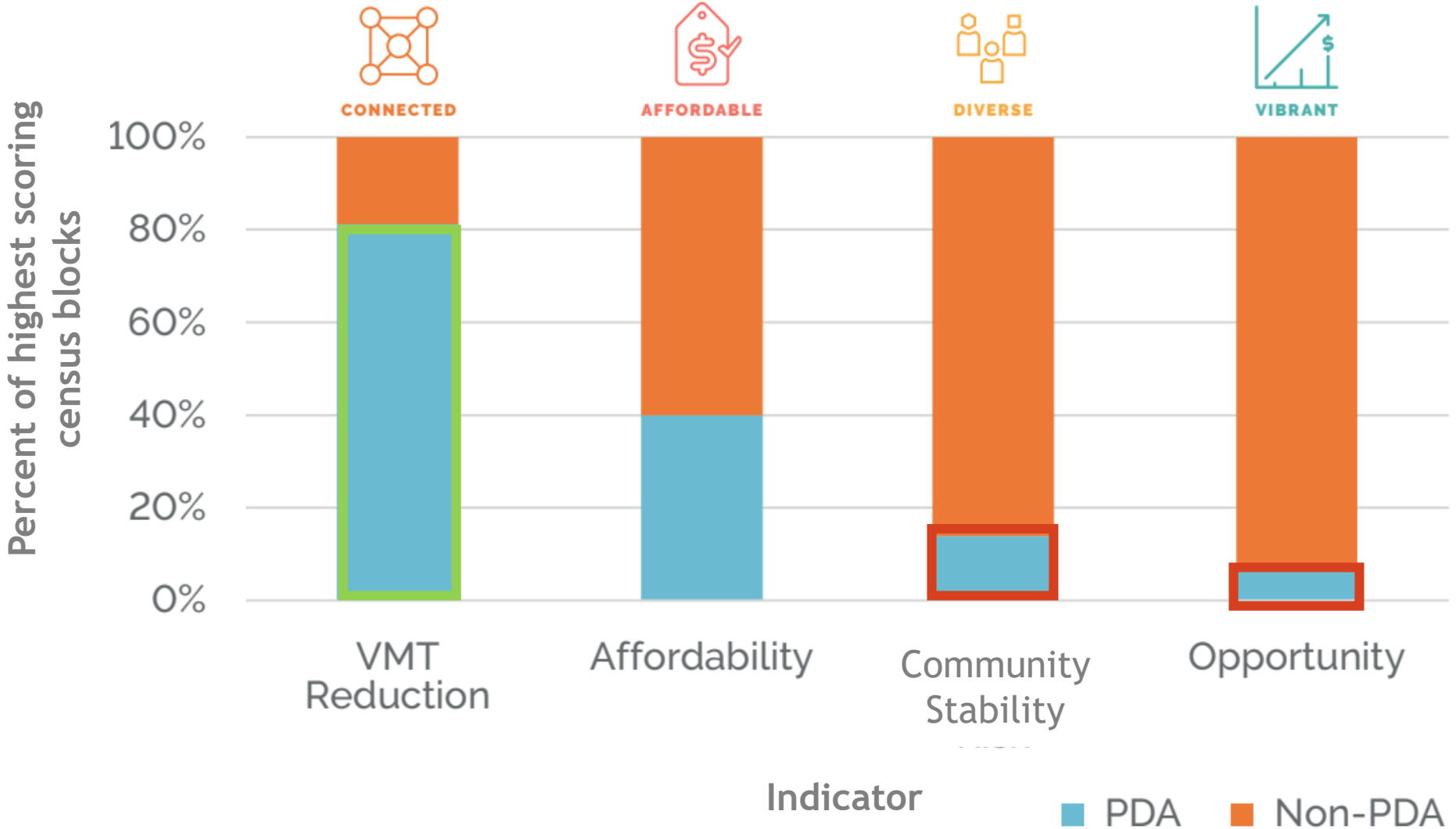
Now, let's **look forward** to understand PDAs' potential performance in the future.

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



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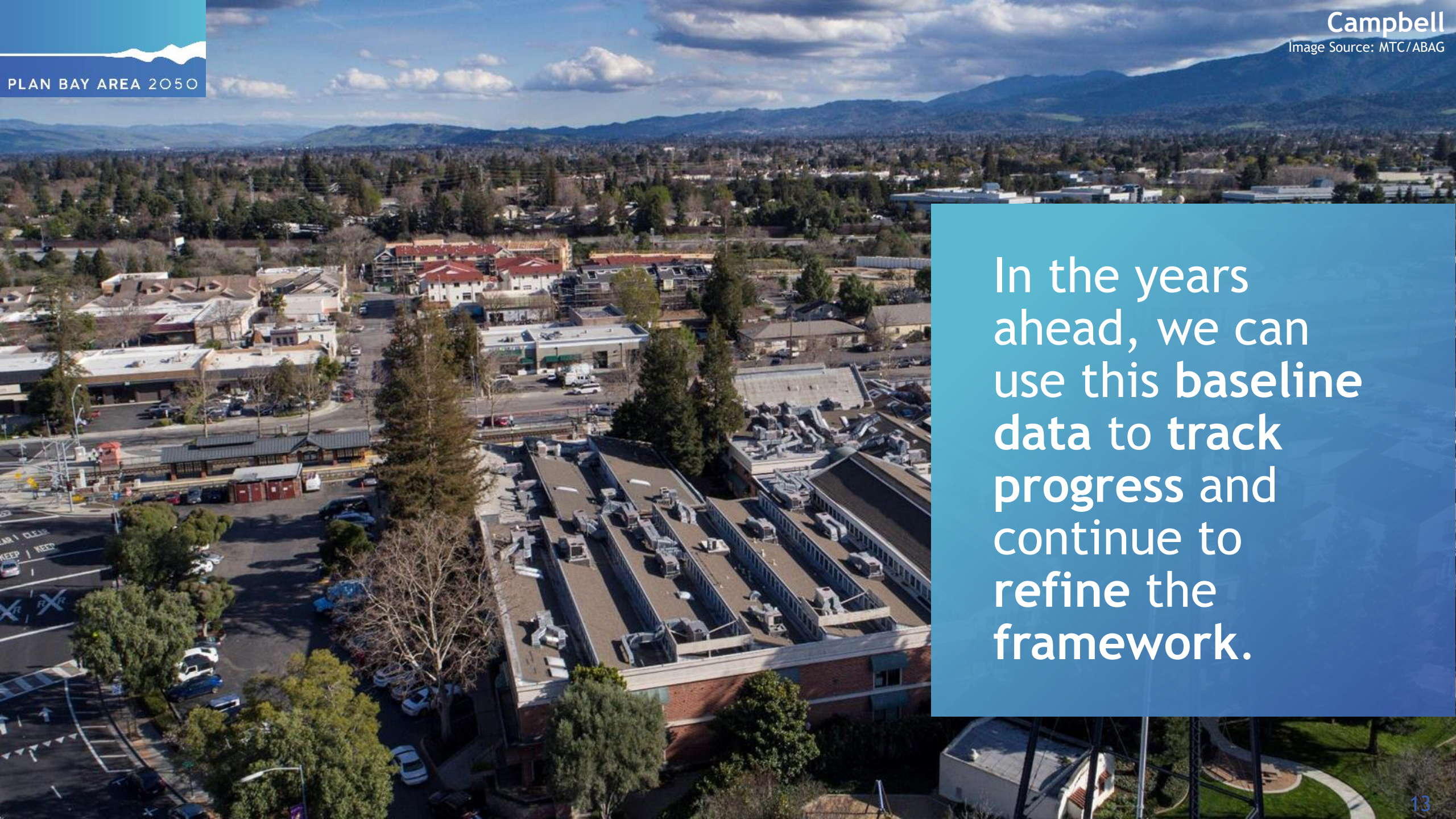

Campbell
Image Source: MTC/ABAG

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

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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

or

Rail Station

or

Ferry Terminal

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* *or* *or* **≤15 min peak**

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

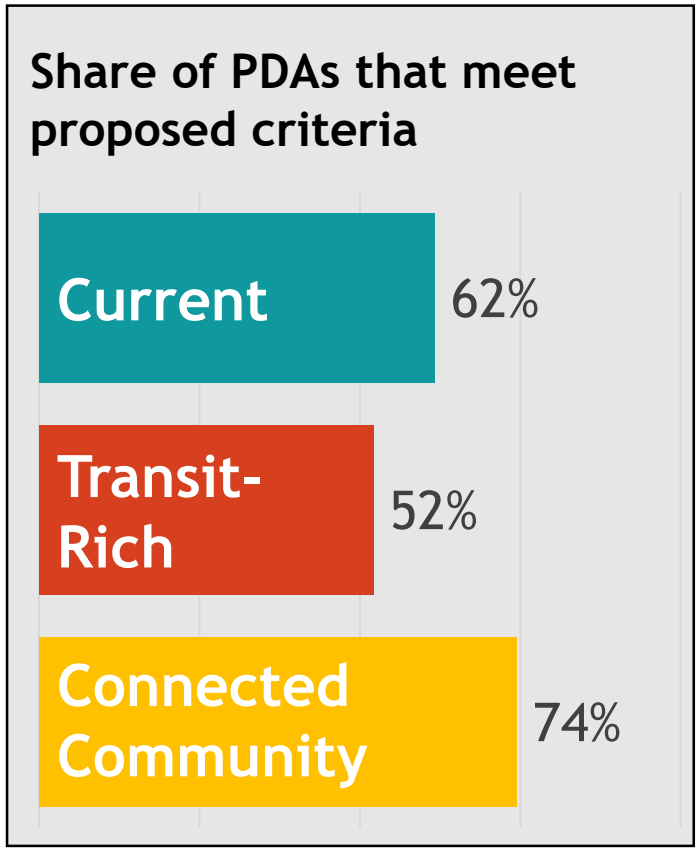
- *Policy commit.* **commitment to adopt ≥2 policies by 2025** *(flex service, TDM ordinance, curb management, Vision Zero)*

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

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

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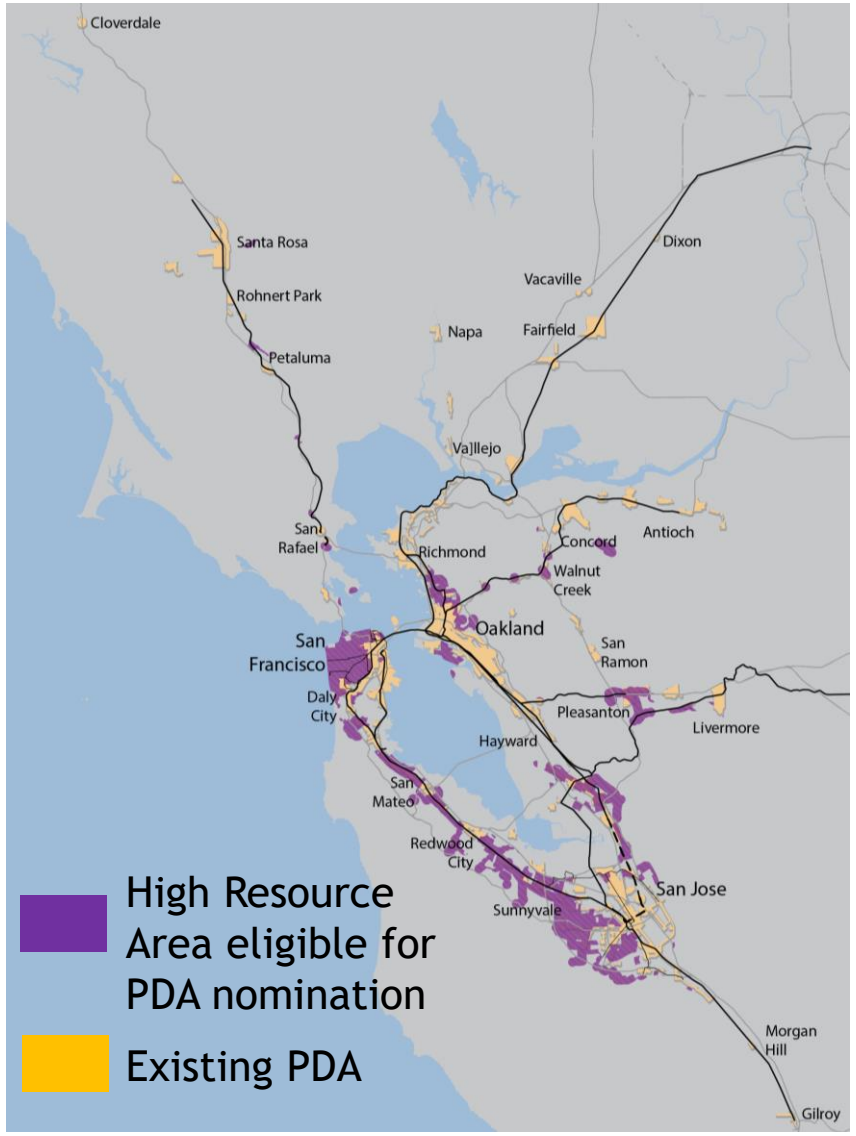
Local jurisdictions are encouraged to **self-nominate** HRAs that meet updated eligibility criteria as PDAs.



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

3a

Defining PPAs

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.*

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**

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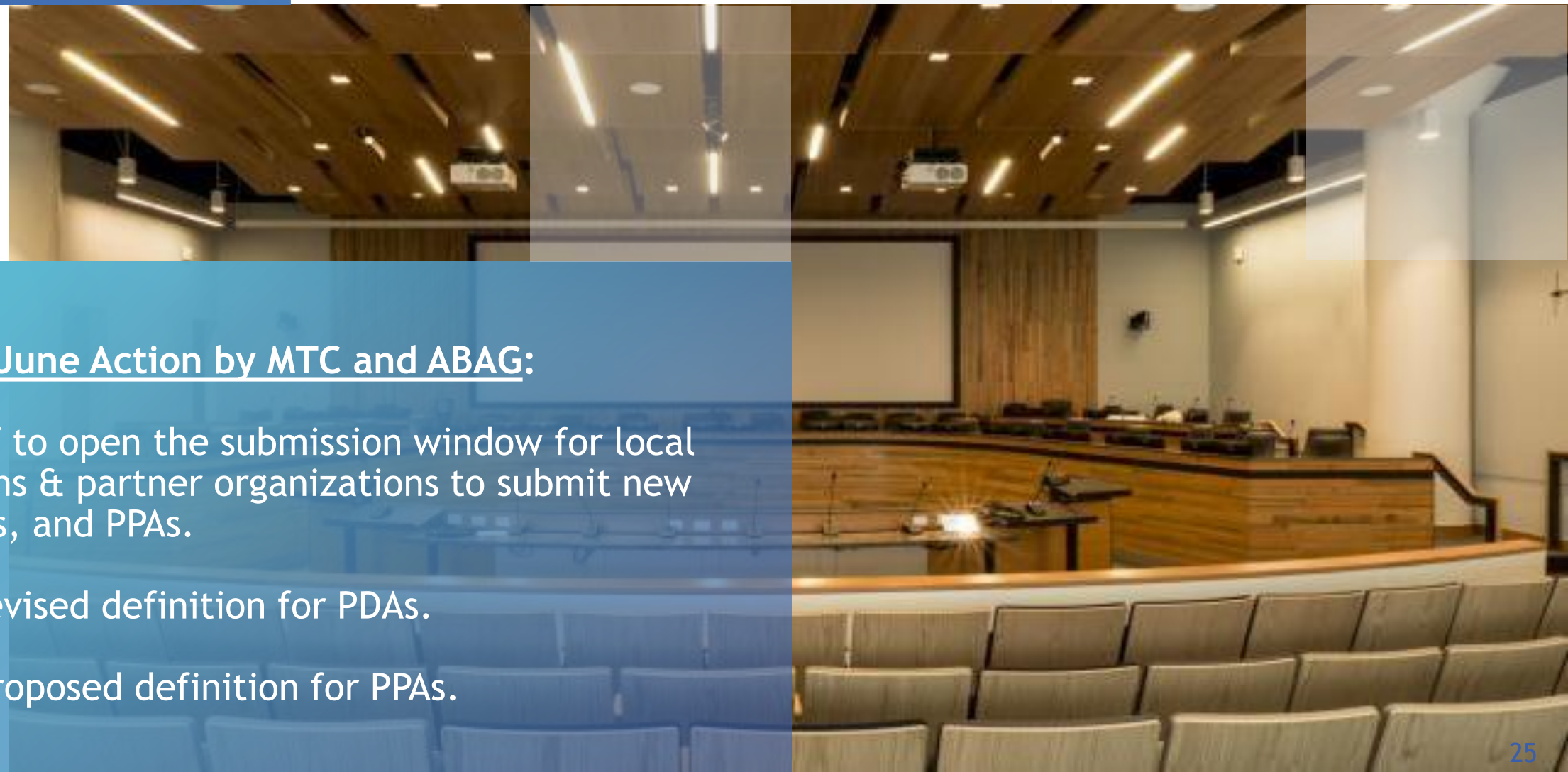

Proposed June Action by MTC and ABAG:

Allow staff to open the submission window for local jurisdictions & partner organizations to submit new PDAs, PCAs, and PPAs.

Approve revised definition for PDAs.

Approve proposed definition for PPAs.