

Association of Bay Area Governments Regional Planning Committee

May 1, 2019

Agenda Item 6

Plan Bay Area 2050 – Regional Growth Framework Revisions: Next Steps

- Subject:** Presentation on additional refinements to the proposed Regional Growth Framework update, highlighting specific revisions for which staff will be seeking near-term approval by the Joint MTC Planning and ABAG Administrative Committees.
- Background:** Last month, staff presented on the Regional Growth Framework Update process in advance of Plan Bay Area 2050, which will kick off in September 2019. Staff identified a suite of potential revisions, including addressing shortcomings of today's Priority Development Areas (PDAs), allowing for nominations of new growth areas, and considering incorporating state-identified Transit Priority Areas and High Opportunity Areas. To respond to Committee requests, this month staff is providing in-depth information about the performance and status of each PDA and presenting detailed proposals to strengthen the current framework.
- 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 C and D** 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; 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: 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); or
 - ✓ Supportive Policies: adoption, or commitment to adopt, two or more policies shown to reduce vehicle miles traveled, described in greater detail in **Attachment E** 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 improvements¹ 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 or ferry terminal, and
- ✓ The local jurisdiction has a certified Housing Element

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

Next Steps:

After taking into account comments received, staff will seek approval in June by ABAG and MTC. 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.

Attachments:

Attachment A: Overview of Proposed Framework Geographies

Attachment B: Presentation

Attachment C: Status of Current PDAs - Program Criteria and Housing Permits

Attachment D: Performance of Current Priority Development Areas (PDAs) - Key Indicators

Attachment E: Supportive VMT-Reduction Policies

Attachment F: Priority Conservation Areas (PCAs) Overview

Attachment G: Proposed Priority Production Area (PPA) Pilot Program Overview

¹ Including capital and operating costs