

The background is a collage of four images. The top-left image shows a blue sky with white clouds. The top-right image shows a mountain range under a blue sky. The bottom-left image shows a residential street with parked cars and a building. The bottom-right image shows a modern multi-story apartment building with a green lawn in the foreground.

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.

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

Today, we are providing that information and requesting approval of 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 PDAs 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.

15 PLAN BAY AREA 2050

Proposed New Criteria



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

PDA Implementation Status

PDA Performance

Framework Update Proposal

Priority Conservation Areas

Priority Production Areas

For Detailed Information:

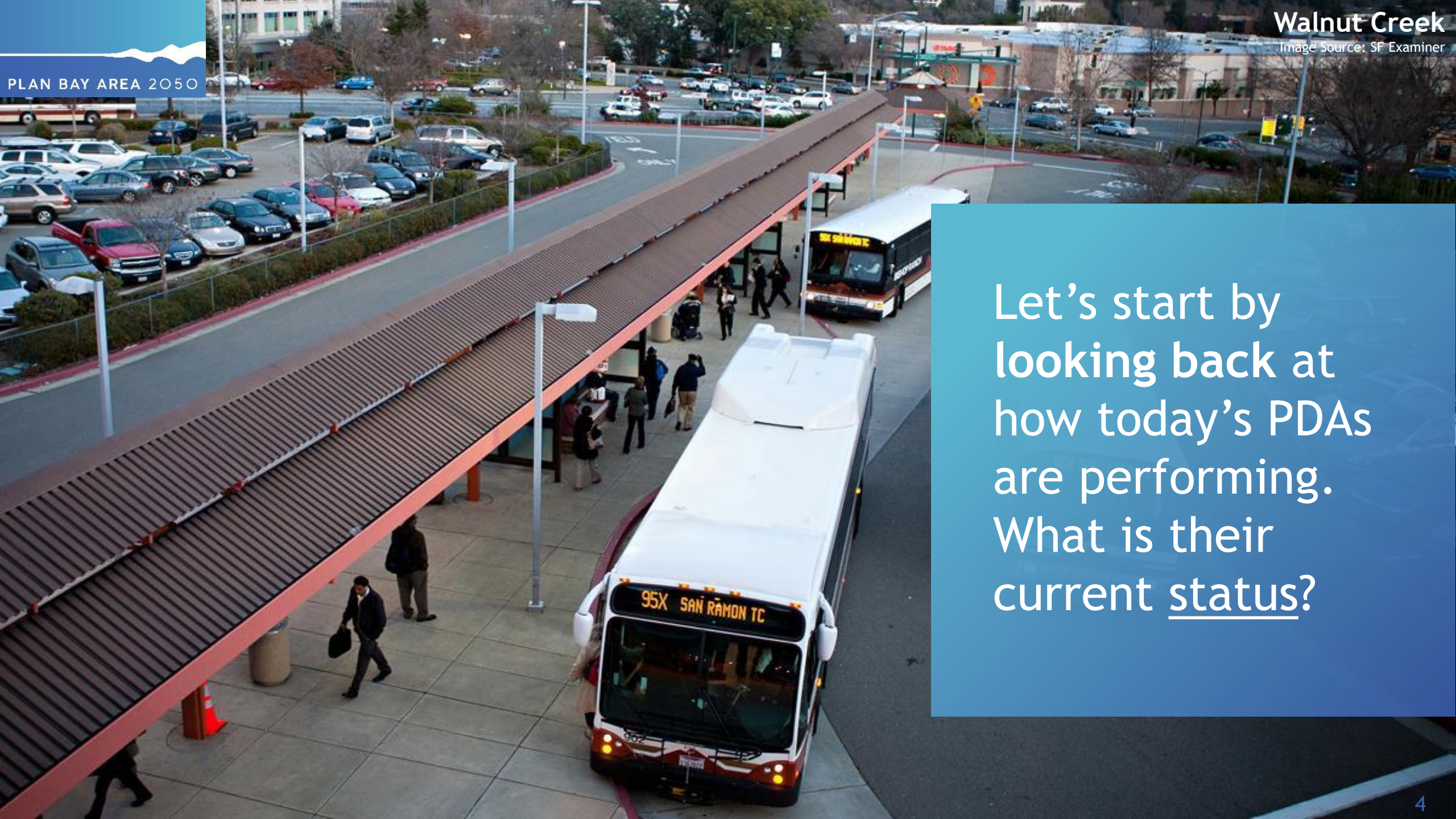
Attachment C

Attachment D

Attachment E, A

Attachment F

Attachment G

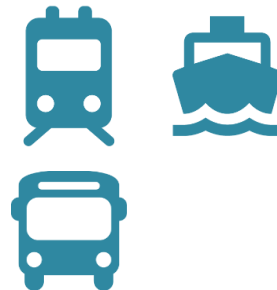


Let's start by
looking back at
how today's PDAs
are performing.
What is their
current status?

What is the implementation status of current PDAs?

Attachment C
includes data on
individual PDAs.

Current
PDA
Criteria



PDA
PLAN

Permitted
Housing

Frequent
Transit

Planned
for
Housing

Definition

Housing permits issued,
2015-2017

Rail station, ferry terminal, or
bus line with ≤ 20 minute peak
period headways

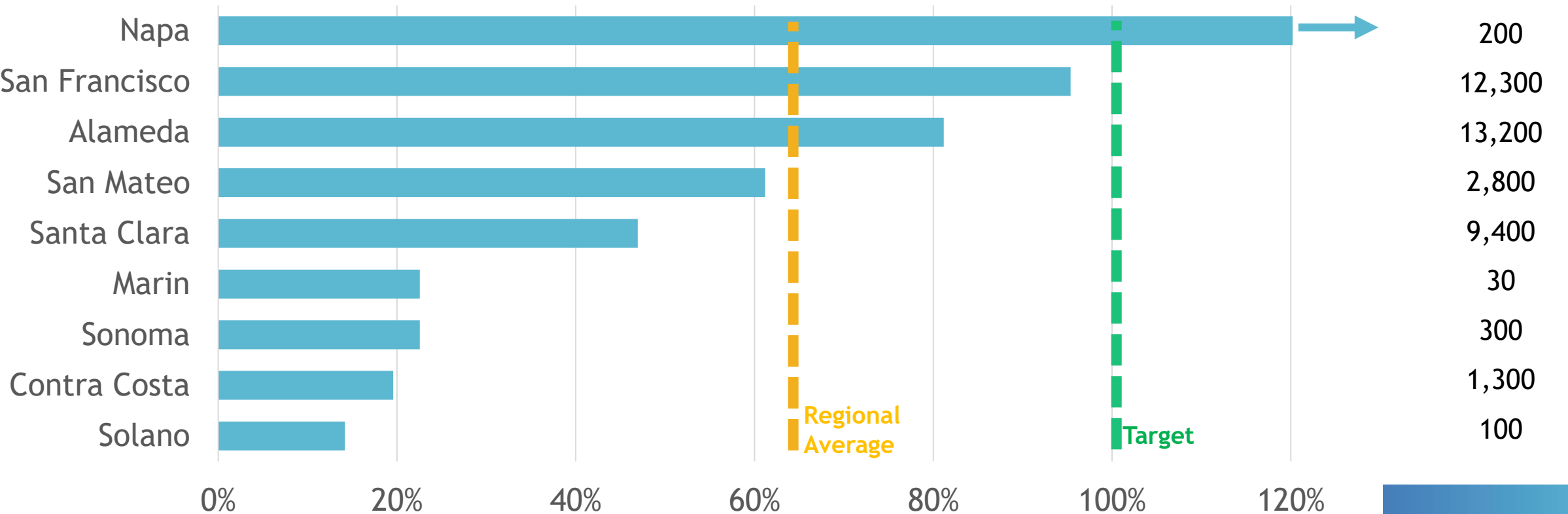
Adopted Specific
or Precise Plan



Permitted Housing:

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

Percentage of Annualized Plan Bay Area 2040 PDA Housing Targets Achieved (2015-17)



Data for individual PDAs provided in Attachment C

*Rounded to nearest 100, except Marin 6



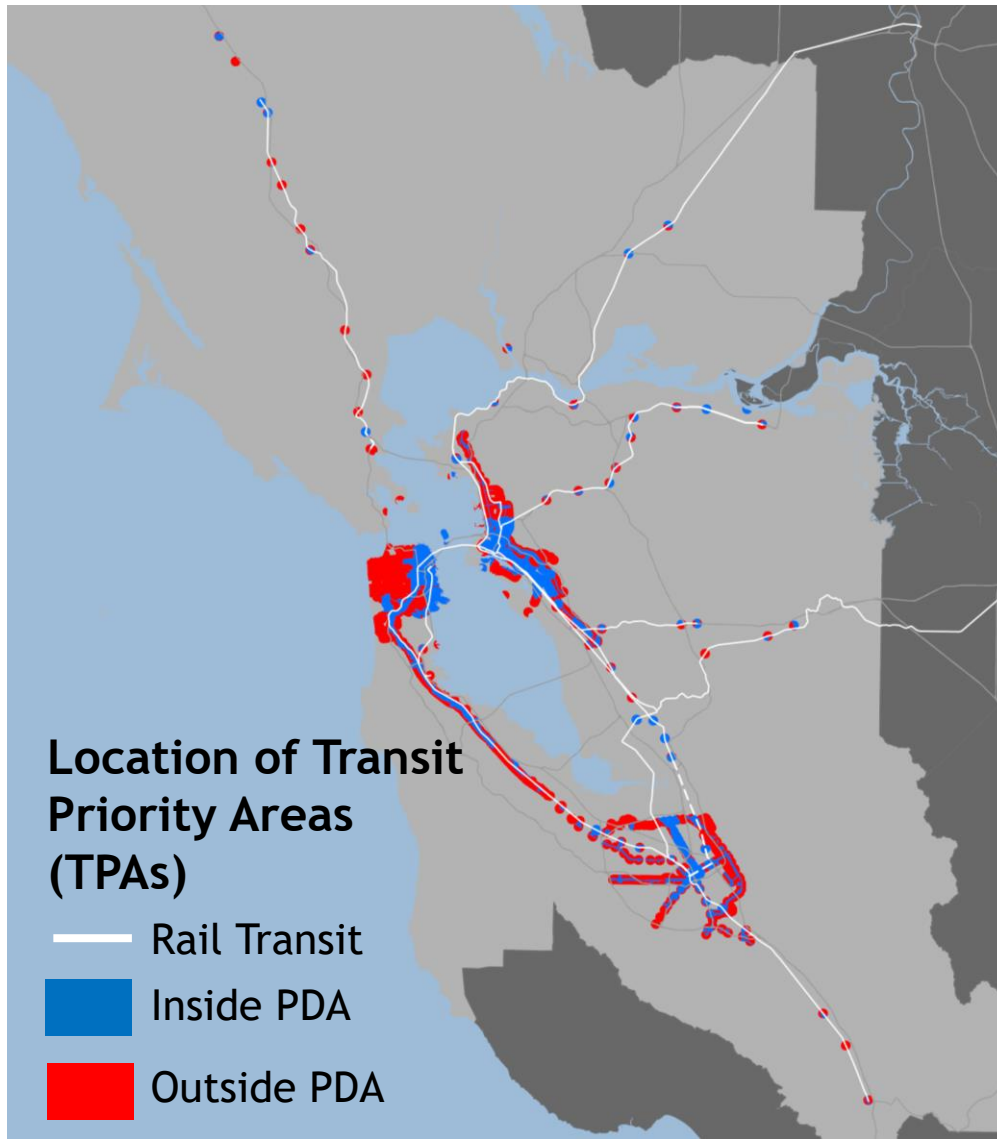
Frequent Transit & Planned for Housing:

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?

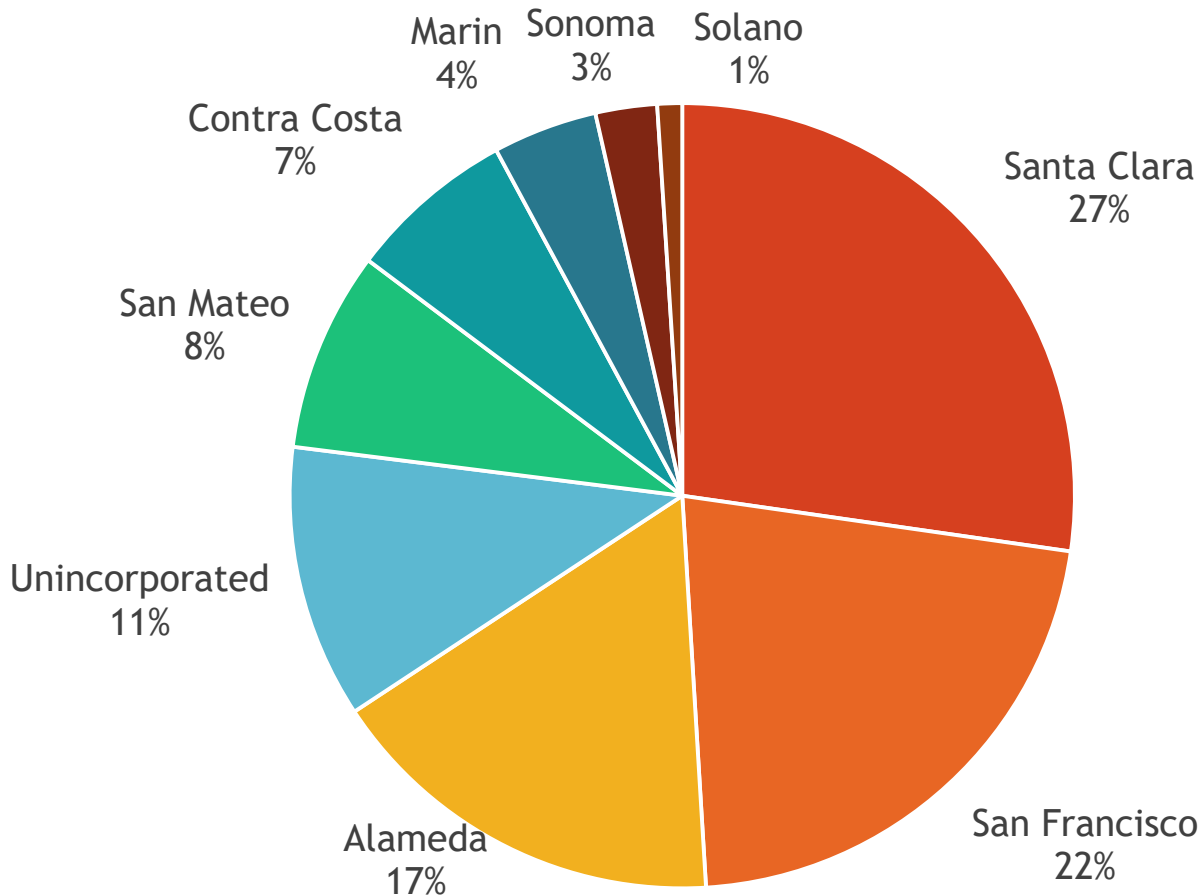


Integrating Transit Priority Areas (TPAs) currently outside of PDAs could add approximately **50 percent** more land to the Regional Growth Framework.

*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.

An aerial photograph of San Jose, California, taken during the "golden hour" of sunset. The sun is low on the horizon, casting a warm, golden glow over the city. In the foreground, several modern multi-story apartment buildings with flat roofs and balconies are visible. A central street runs vertically through the middle of the frame. The middle ground is filled with a dense urban landscape of various buildings, including some with distinctive domed roofs. The background shows a vast expanse of trees and distant mountains under a hazy sky. A semi-transparent blue rectangle is overlaid on the right side of the image, containing white text.

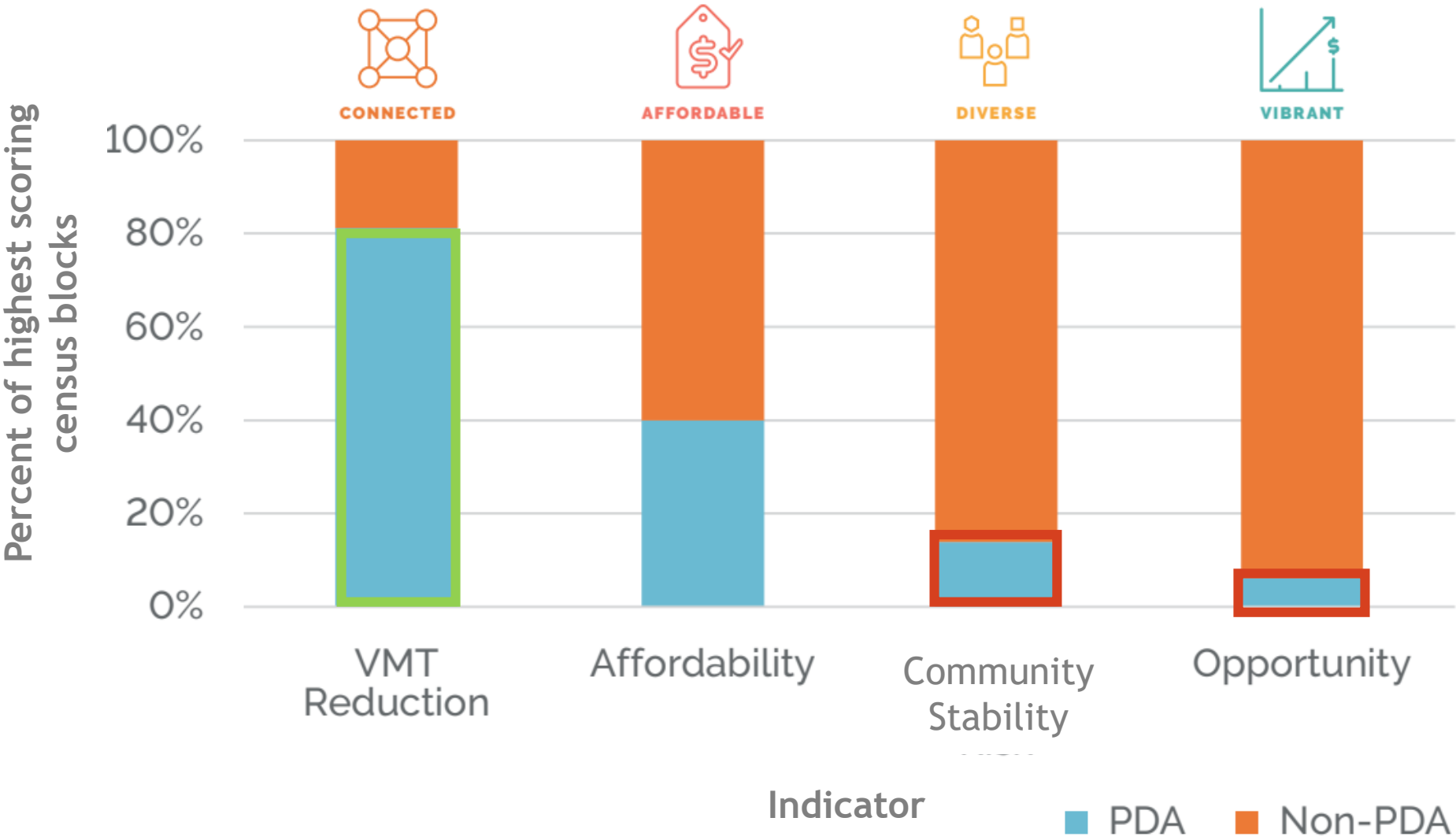
Now, let's look forward to understand PDAs' potential performance in the future.

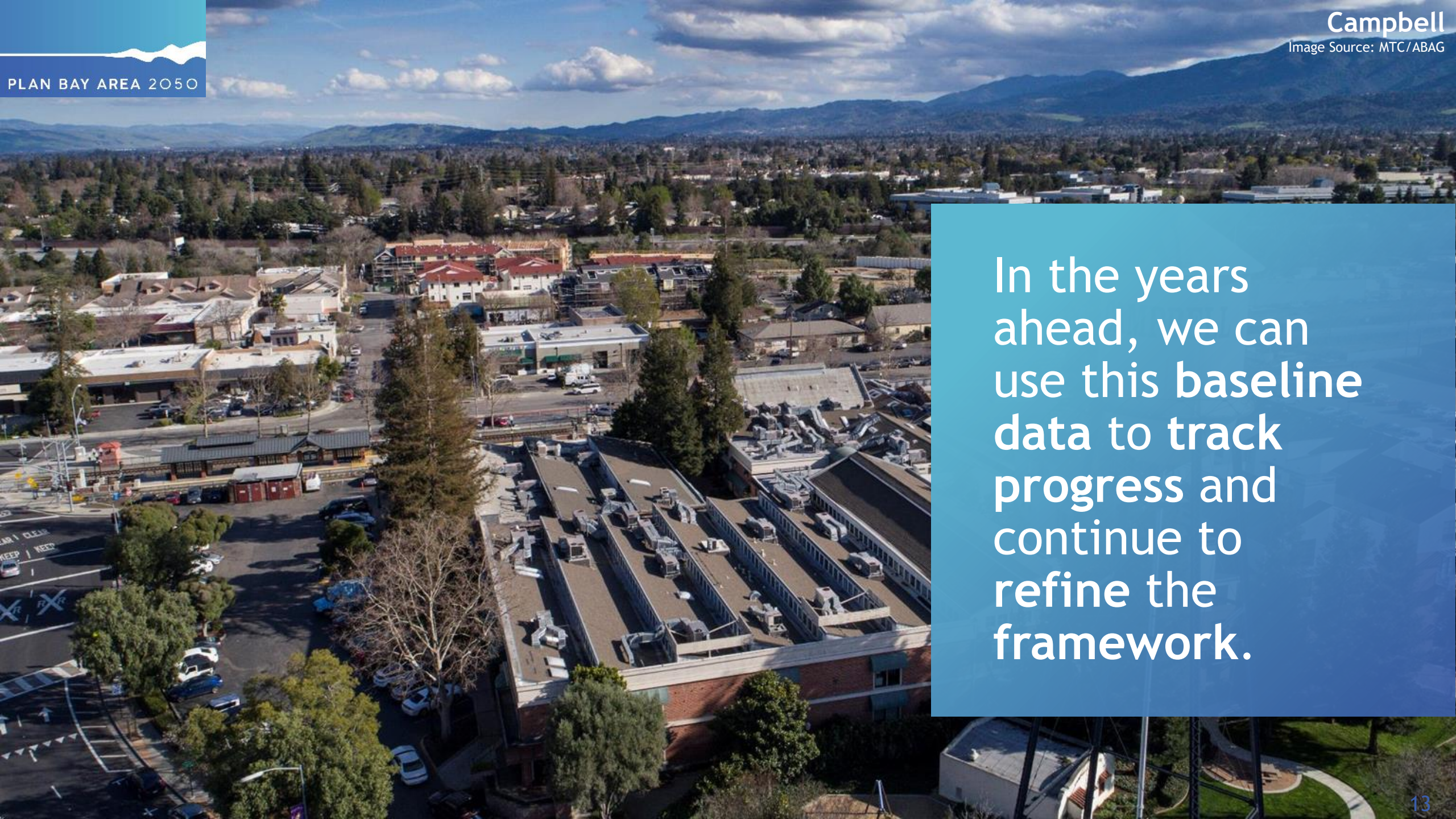
Horizon
Perspective Paper
3 scored the
region’s census
blocks for
alignment with
the Horizon
Guiding
Principles.

Attachment D
includes data on
individual PDAs


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



An aerial photograph of a city, likely Campbell, California. The foreground shows a large, multi-story building with a flat roof and several air conditioning units. To the left of this building is a parking lot with several cars and a few trees. In the background, there are more residential and commercial buildings, and a range of mountains under a blue sky with scattered clouds.

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



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

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



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



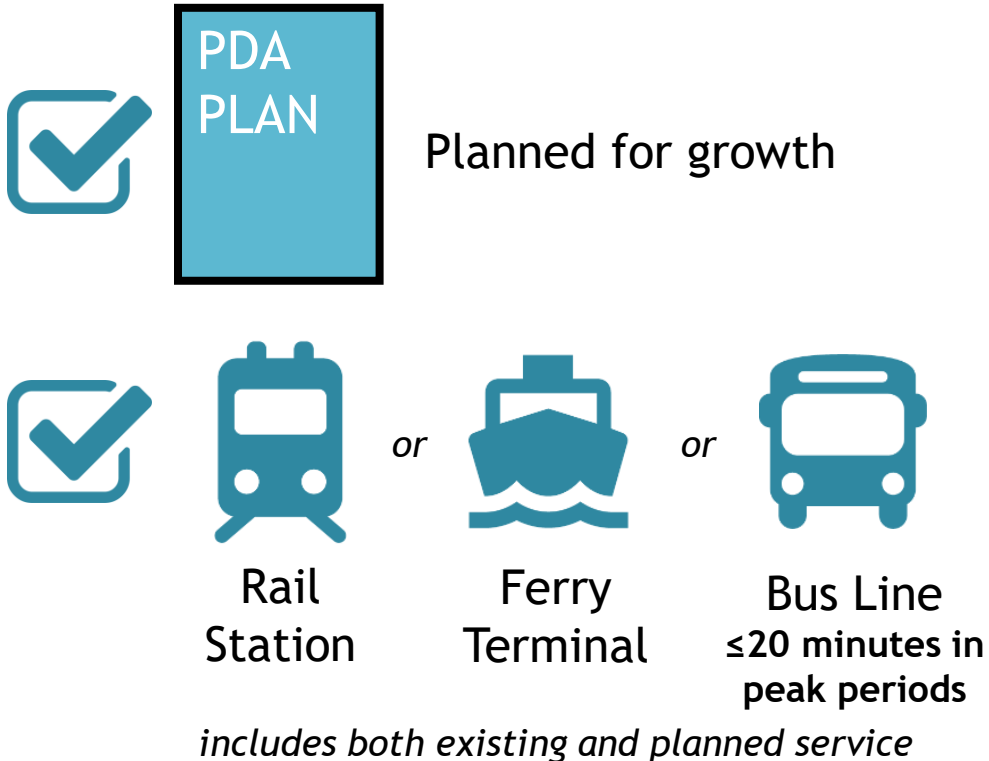
Priority Development Areas help to reduce greenhouse gas emissions by **offering a suite of mobility options** that enable residents to live a car-free or car-light lifestyle.



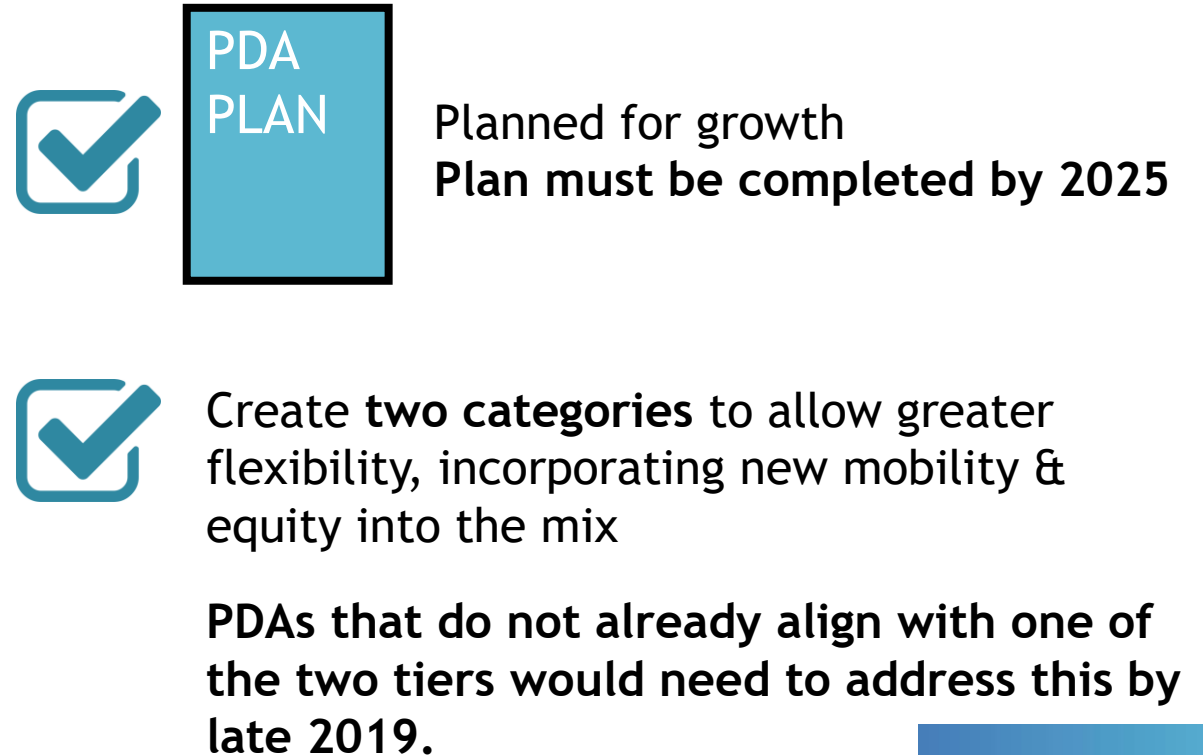
Priority Development Areas promote **greater opportunity for all**, regardless of race or income.

How would the definition change?

PDA Criteria Since 2007



Proposed New Criteria



Proposed PDA Designations

*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



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)

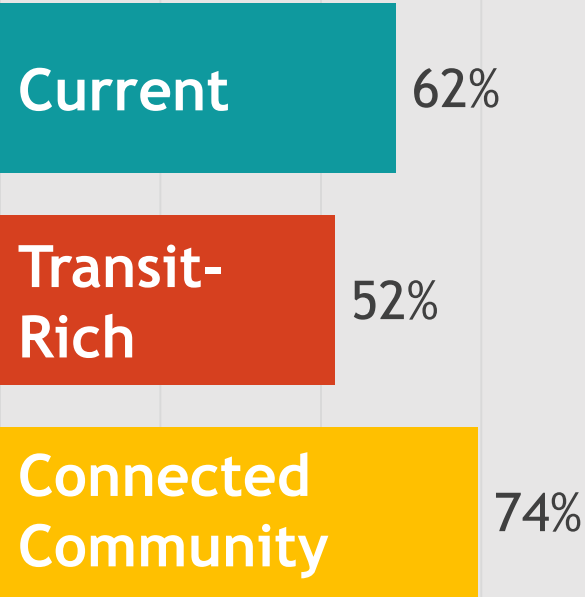
HRAs that are not currently PDAs should apply

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

Connected Community PDAs

How many PDAs meet proposed transit criteria?

Share of PDAs that meet proposed criteria



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

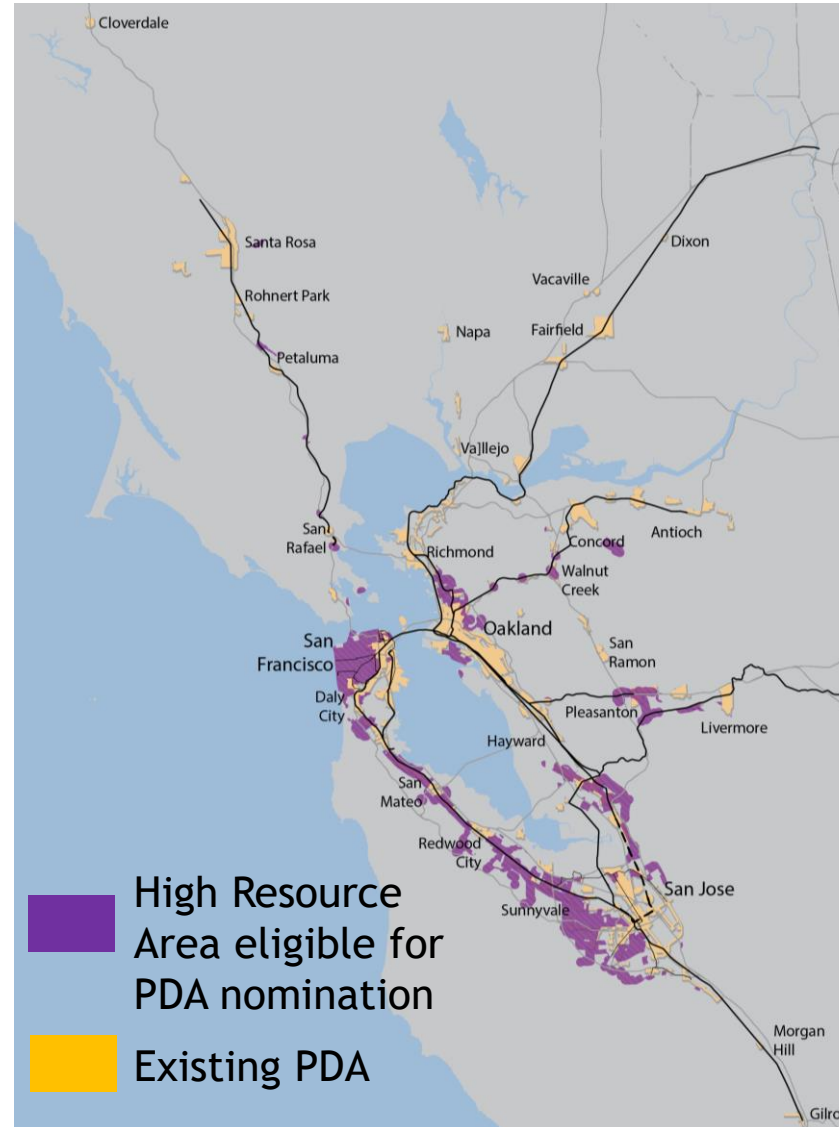
Service Threshold	Percentage of PDA Land within ½ Mile				
	0-25%	26-50%	51-75%	76-100%	Total
Current <i>Rail, ferry or 20-minute peak bus</i>	56	16	15	101	188
Proposed: Transit-Rich <i>Rail, ferry or 15-minute peak bus</i>	66	24	24	74	188
Proposed: Connected Community <i>30-minute peak bus (minimum)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



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>

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

*Attachment F
includes an overview and criteria for PCAs*



Introducing Priority Production Areas (PPAs).

*Attachment G
includes an overview and criteria for PPAs*

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*

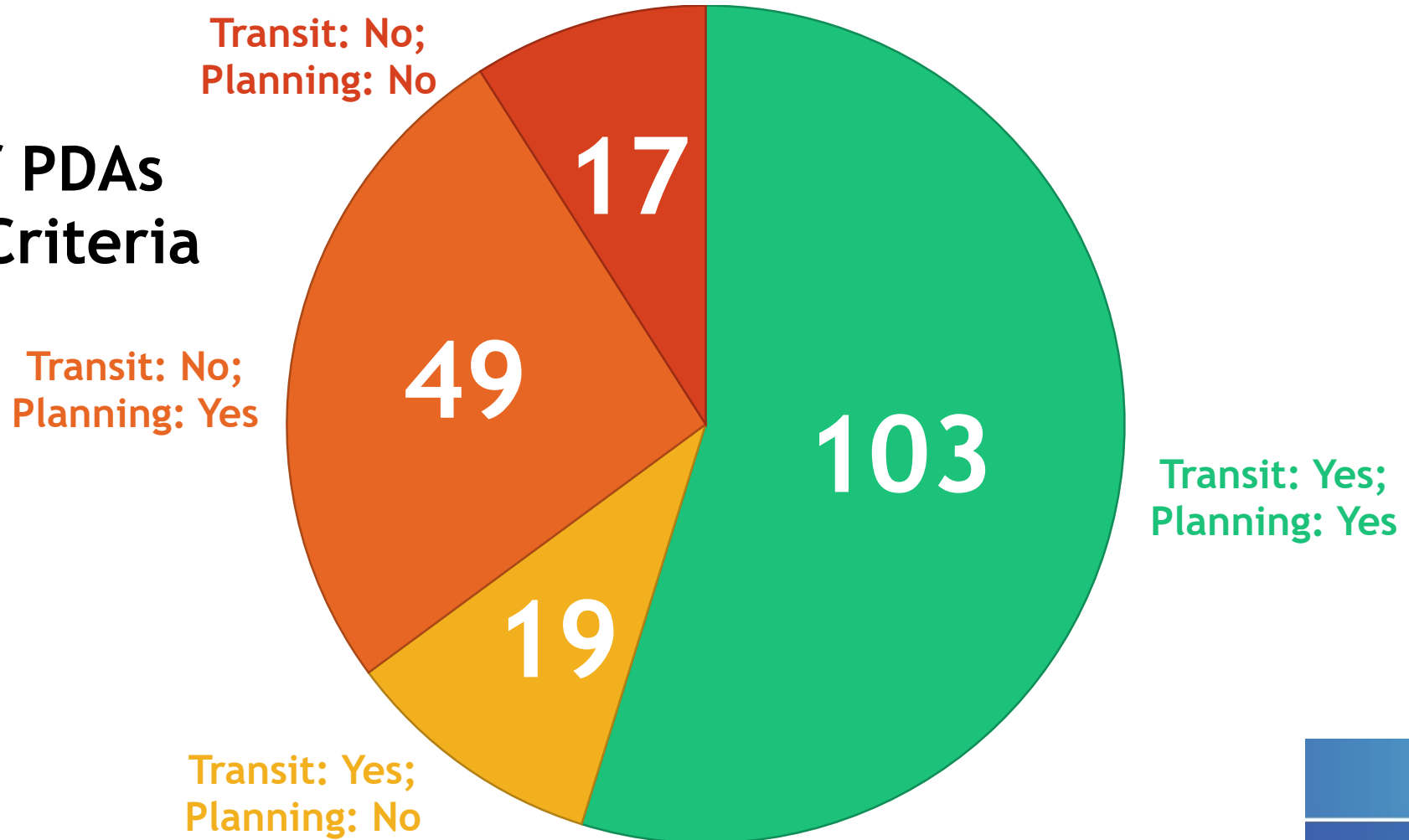


Jurisdiction has a **certified housing element**

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

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) <i>Complete both (2) and (3) above</i>
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



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