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.