



PLAN BAY AREA 2050

Regional Growth Framework: Update & Next Steps

Mark Shorett, MTC/ABAG
December 2019

What is the Regional Growth Framework?

Locally-Identified Priority Areas



Priority Development Areas



Priority Conservation Areas



Priority Production Areas

Guidelines
Adopted by
ABAG/MTC:
May 2019

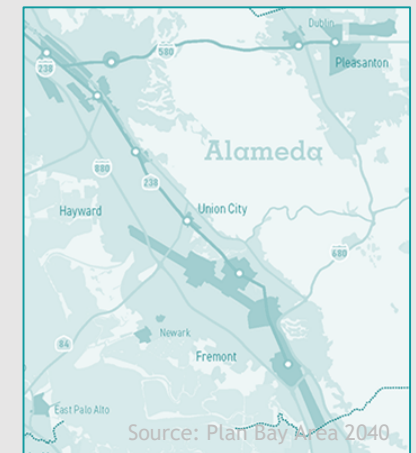
ABAG/MTC
Action:
Winter
2020

Plan Bay Area 2050:
Strategies & Implementation

Plan Bay Area 2050:
Geographies

Where should we grow as a region?

ABAG/MTC
Action:
Winter
2020



Regional Growth Framework Update:

Adopted May 2019

Priority Development Areas: Revised Criteria



More Flexible
Transit Standards:

- *Transit Rich*
- *Connected Community*



Timeline to Adopt
PDA Plans



Priority Production Areas:
Pilot Program & Criteria



Priority Conservation Areas:
No change to criteria

PDA, PCA and PPA:
Call for Letters of Interest
June to September 2019

Local Response: September Submissions

Local jurisdictions demonstrated significant interest in new priority areas.



PDAs:
33 Letters of Interest

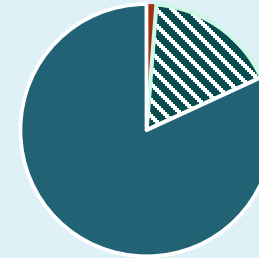


PCAs:
16 Letters of Interest

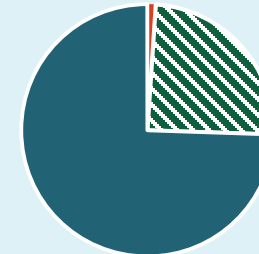


PPAs:
35 Letters of Interest

Inconsistencies with program guidelines were mostly resolved by cities and CTAs.



99% of PDAs on track to meet planning criteria

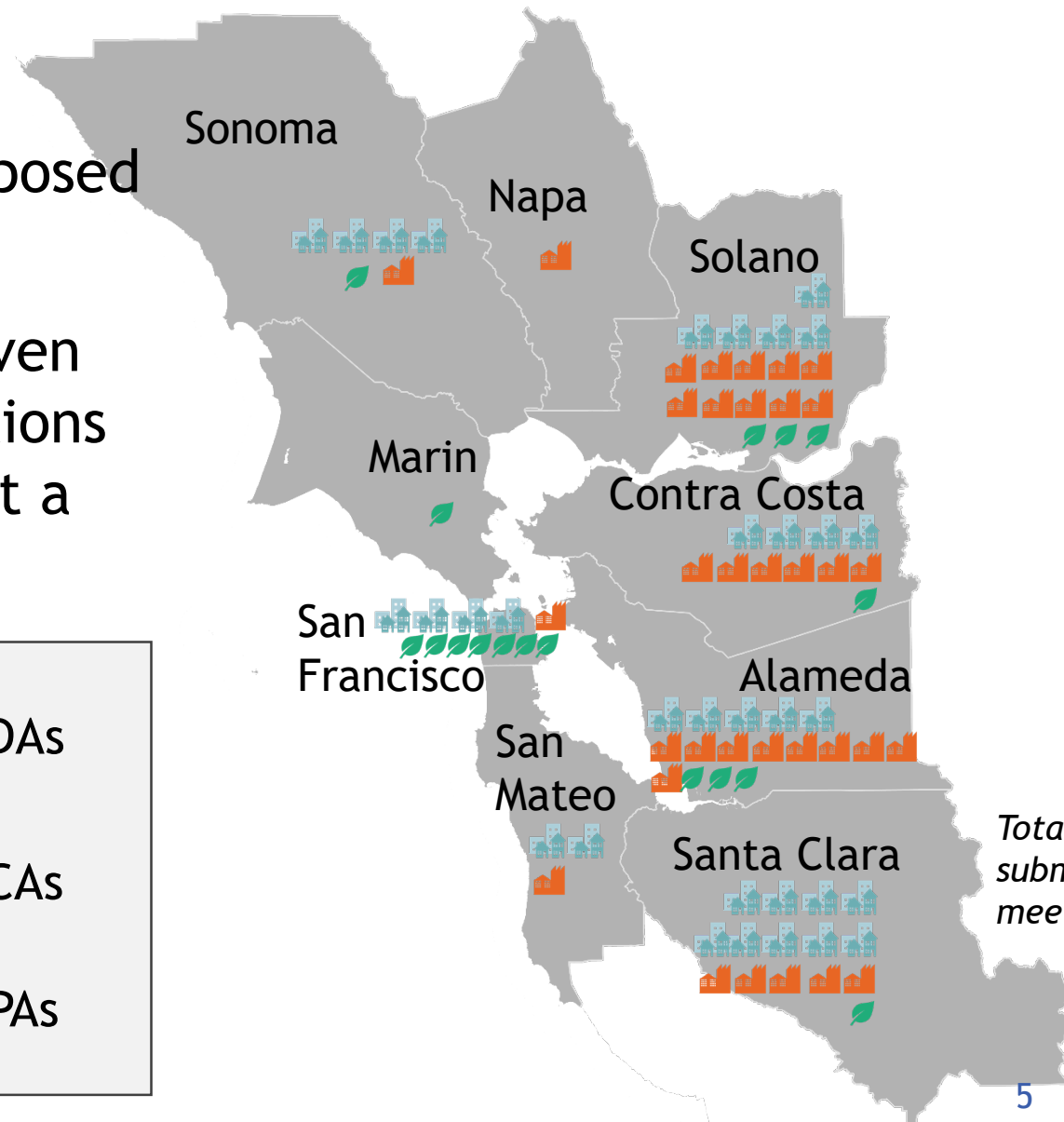
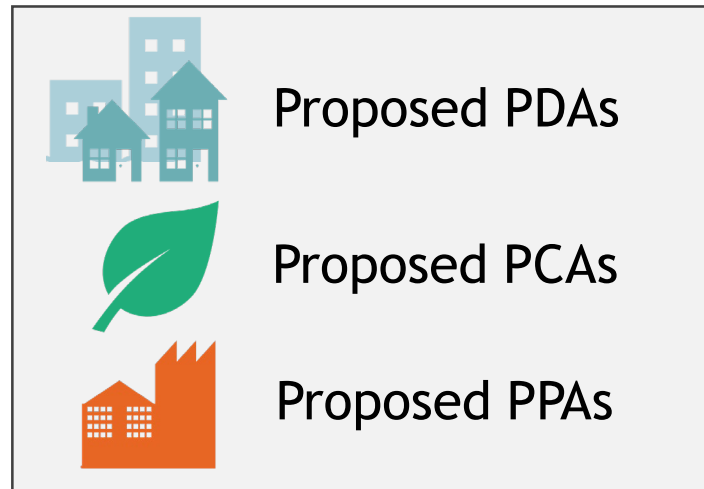


99% of PDAs on track to meet transit criteria

Totals do not include submissions which did not meet adopted criteria.

Local Response: September Submissions

- Jurisdictions in every county submitted at least one new proposed priority area.
- However, the response was uneven across the region, with jurisdictions in some counties volunteering at a much greater rate than others.



Totals do not include submissions which did not meet adopted criteria.



Where Are We Now?

Exploring How Local Nominations Can Help Address Challenges





Most newly-proposed PDAs are in jobs-rich locations in need of new housing, but with high average housing costs. This means supportive affordable housing strategies will be needed.

Jobs-housing ratio (*city-level*)

0.7

Region

0.9

Existing PDAs
(average)

1.5

New* PDAs
(average)

The typical home
in a new* PDA is

25%

more expensive
than in an existing
PDA

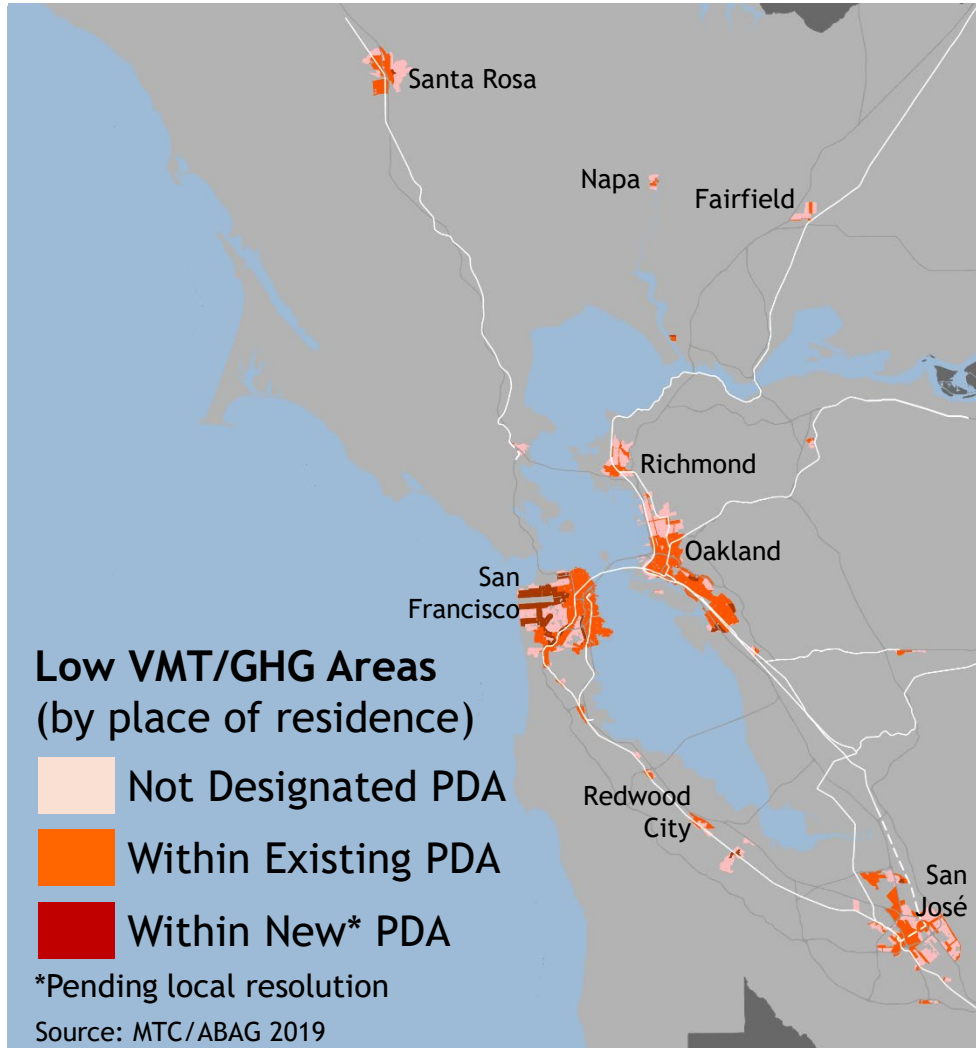
*Pending local resolution

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Based on 2017-2019 home sales
reported by Redfin



Newly submitted PDAs boost the share of existing low-VMT locations included within the Growth Framework.



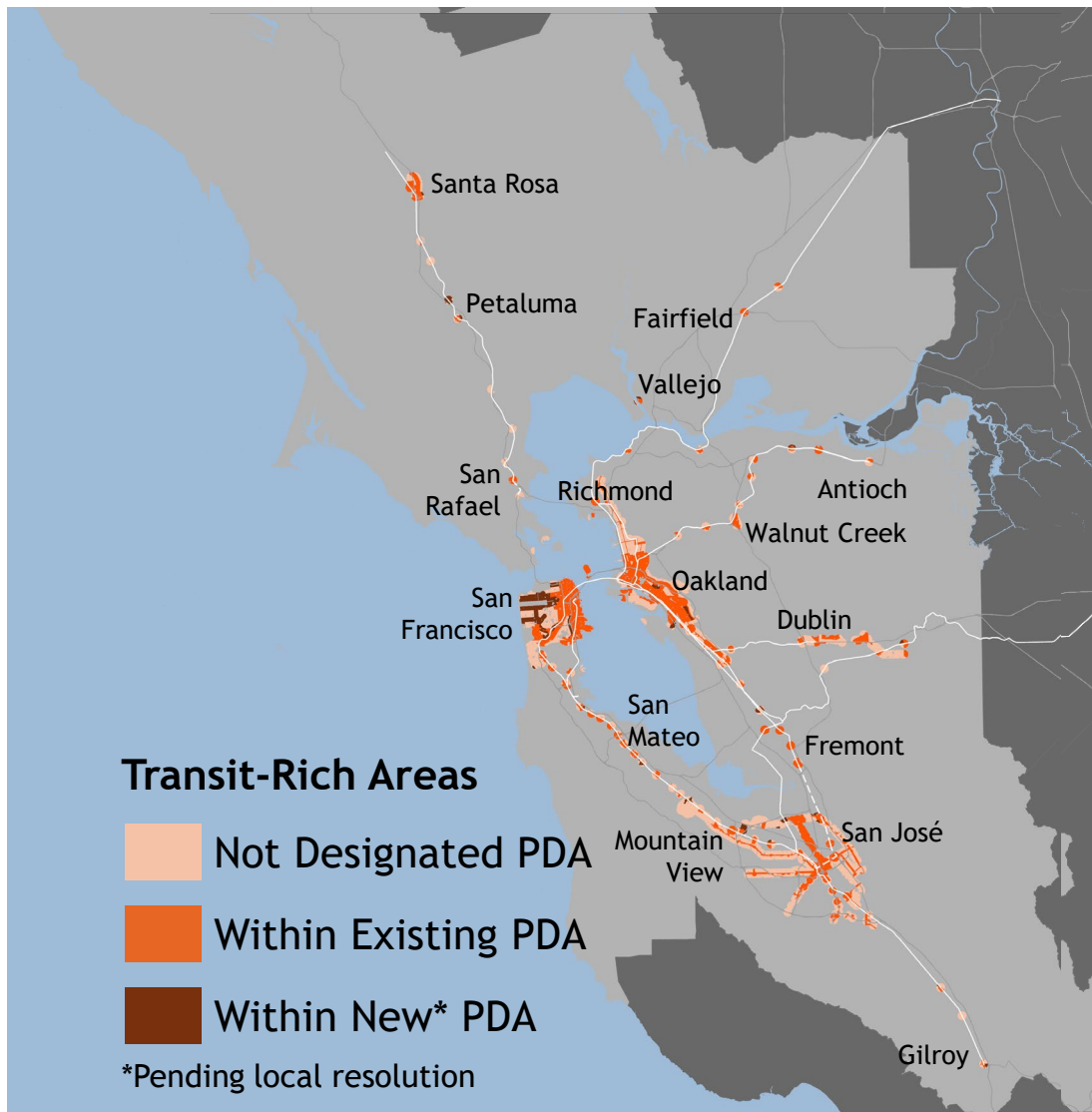
PDA's now
make up **62%**
*(formerly 57% as of
early 2019)*

of places* where
residents'
transportation-
related GHG
emissions are **20%
below the
regional average**

*Defined as urbanized land area



However, many other transit-rich locations - which are primed for low-GHG performance in the future - remain outside of the PDA framework.



> 50% of transit-rich areas* still have not been designated as PDAs

(now 53%;
formerly 56% as of early 2019)

*Defined as land area that meets Transit-rich PDA transit criteria adopted in May 2019 by ABAG and MTC

Source: MTC/ABAG, 2019



The newly-proposed PDAs include more High-Resource Areas and fewer places with high displacement risk...

Share of PDAs in High-Resource Areas*

15%

Existing PDAs

44%

New** PDAs

Areas* at Risk of Displacement

44%

Existing PDAs

12%

New** PDAs

*Defined as urbanized land that meets PDA transit criteria and is defined as “high” or “highest resource” by the [California Department of Housing & Community Development and Department of Finance](#).

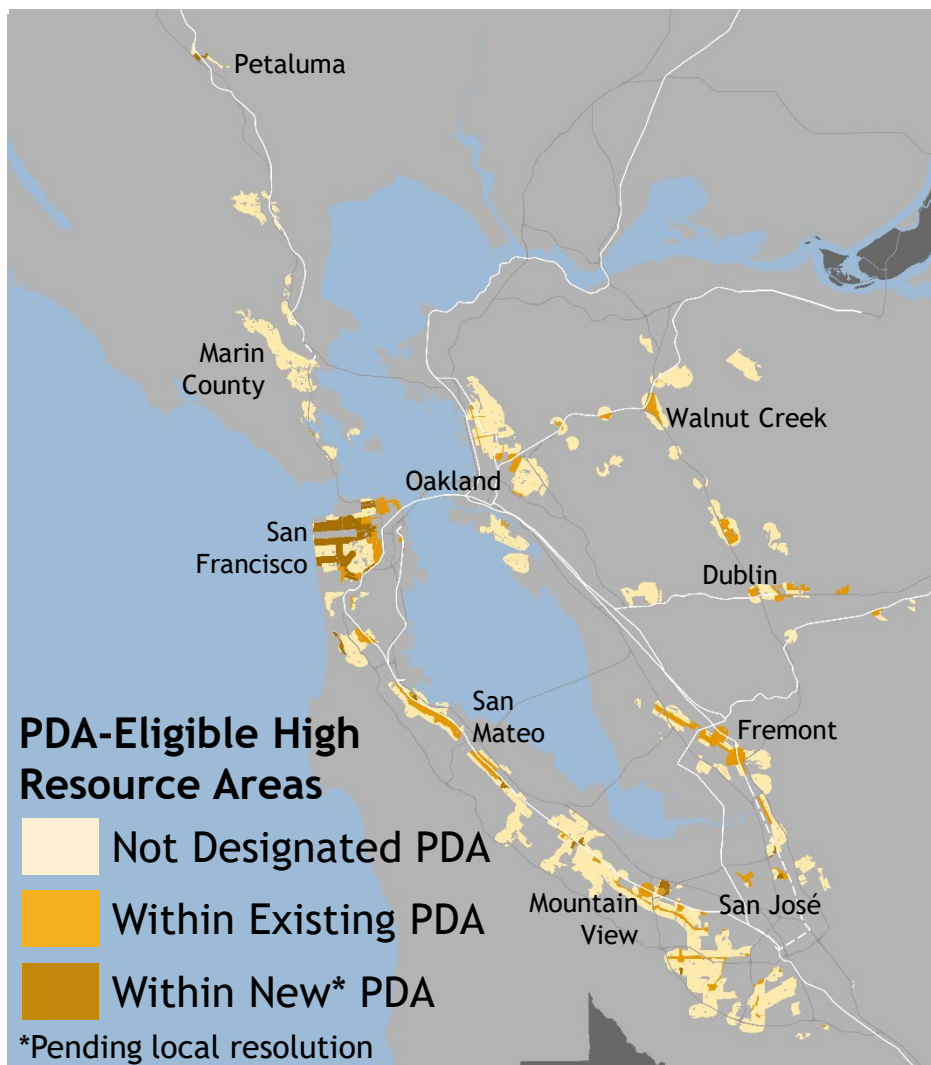
**Pending local resolution

*Defined as land area within PDA boundaries categorized as “At risk of gentrification or displacement” or “Ongoing Gentrification/Displacement of Low-income households” by [the UC-Berkeley Urban Displacement Project](#).

**Pending local resolution



... but the overall share of High Resource Areas that **could be designated PDAs** remains low.



20% of PDA-Eligible High Resource Areas have been designated PDAs
(formerly 15% as of early 2019)

Sources: California HCD 2019,
MTC/ABAG 2019



Legend

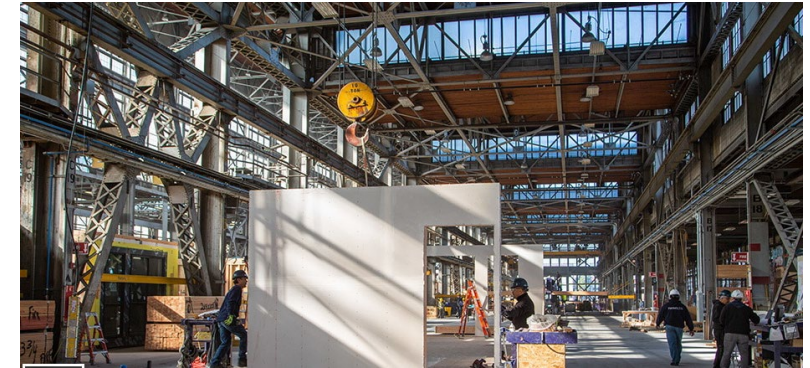
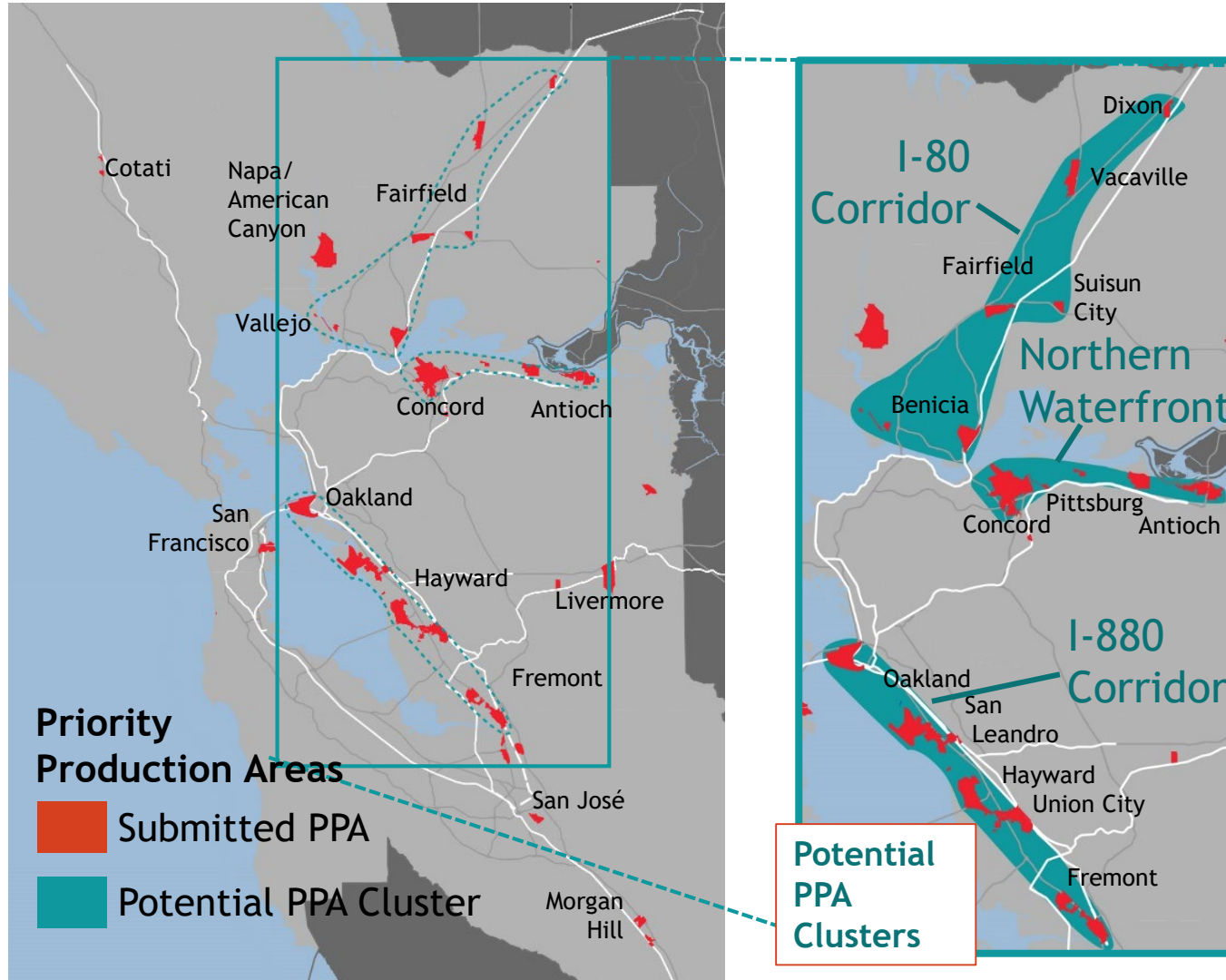
- Half Mile Radius from Caltrain Stations
- Proposed Priority Conservation Area (PCA)
- Marguerite Stops
- City Jurisdictional Limits

The map illustrates the Southeast Greenway project in Santa Rosa, California. The route is shown as a green line with various colored segments (orange, blue, red) indicating different potential uses or housing types. Key streets shown include Farmers Ln, Franquette Ave, Yulupa Ave, Hoan Ave, and Spring Creek. The map also features a scale bar (0 to 1,300 feet) and a legend with symbols for multi-use paths, vehicular access, mid-block crossing, intersection crossing, pedestrian/bicycle undercrossing, water wellfield, spring creek diversion, 2-3 stories attached housing, and mixed-use. A note in the bottom right corner states: "These are use design to guide f".



Guiding Principle: VIBRANT

Nominated PPAs include many of the region's most critical industrial lands, with key clusters in the Northern Waterfront and along I-80/I-880.



Mare Island, Vallejo



Port of Oakland

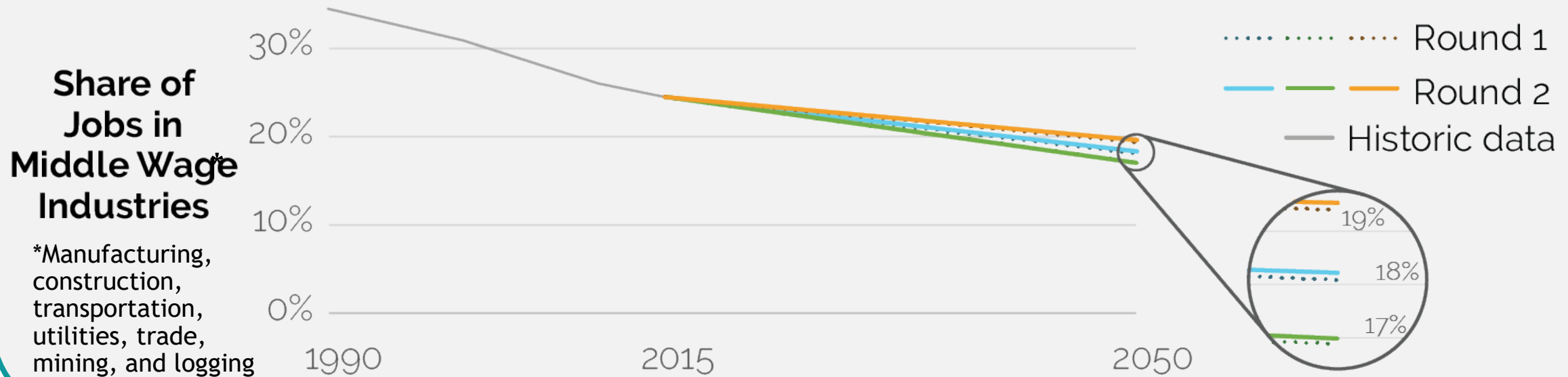


Guiding Principle: VIBRANT

Given current and projected trends, **new strategies** are likely necessary to realize the type of job growth envisioned in PPAs.

Horizon Futures Analysis

Share of regional jobs in middle wage industries - historic and projected.



Horizon Futures
Strategies



Create Incubator Programs






Create Middle-wage Jobs



What's Next for the Blueprint?

Takeaways & Next Steps to Create a More Equitable Plan


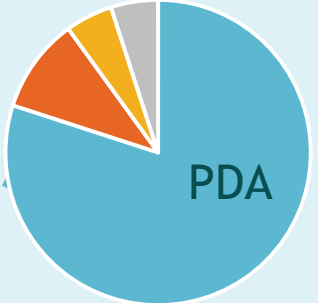

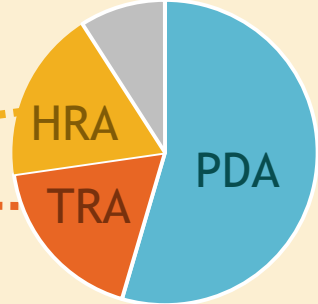

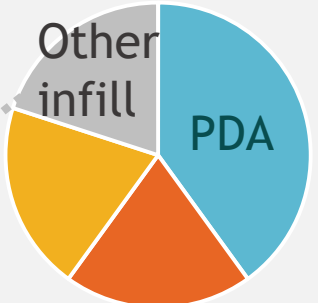
Takeaways

-  Despite significant gains as a result of local submissions, the updated set of PDAs is likely insufficient to close **gaps on GHG and equity**.
-  While there was **robust interest in PPAs**, a comprehensive regional approach is likely needed to address the projected decline in the industries envisioned for these areas.
-  **Supportive strategies will be critical** to advance the Guiding Principles through the Plan Blueprint phase.

Key Question for Action This Winter:

Should the Plan Bay Area 2050 Blueprint focus some growth outside of locally-nominated places to improve potential GHG & equity outcomes?

Location of *Housing* Growth *(charts are illustrative)*

			Pros	Cons
	Highly focused in: Existing & Proposed PDAs		<ul style="list-style-type: none">• Growth pattern aligned with local nominations• Similar to Plan Bay Area 2040	<ul style="list-style-type: none">• Difficult to close GHG and equity gaps without broader range of growth areas
	Focused in: Existing & Proposed PDAs + Select High-Resource Areas + Select Transit-Rich Areas outside PDAs		<ul style="list-style-type: none">• Maximizes potential for GHG reduction• Best aligns with fair housing requirements	<ul style="list-style-type: none">• Difficult to implement outside locally-nominated areas
	Focused in Existing & Proposed PDAs + more distributed growth within Urban Growth Boundaries		<ul style="list-style-type: none">• Largest footprint for meeting housing need• Does not require identifying additional areas for growth	<ul style="list-style-type: none">• Difficult to implement outside locally-nominated areas

Regional Growth Framework: Next Steps

- **December 2019:** discuss key questions with stakeholders at RAWG Workshop on Housing & Economy Elements of Plan Bay Area 2050 Blueprint
- **January 2020:** board workshop to discuss details of growth framework
- **February 2020:** deadline for resolutions nominating new PDAs, PCAs, and PPAs; deadline for existing PDAs that need to submit VMT-Reduction forms
- **March 2020:** action on final PDAs, PCAs, and PPAs for Plan Bay Area 2050 + any additional growth areas for the Draft Blueprint
- **Winter & Spring 2020:** integration of geographies & strategies into Draft & Final Blueprint