



PLAN BAY AREA 2050

## Key Question: Housing Element of the Draft Blueprint

MTC Commission and ABAG Executive Board Workshop  
January 31, 2020



# Refresh on Housing: What is the Plan required to do?

“The sustainable communities strategy shall...

“Identify areas within the region sufficient to house all the population of the region, including all economic segments of the population over the [30 year] course of the planning period... taking into account... employment growth

“Identify areas within the region sufficient to house an eight-year projection of the regional housing need [RHNA] for the region...

“Reduce the greenhouse gas emissions from automobiles and light trucks to achieve... [state-approved] reduction targets” (-19% for *Plan Bay Area 2050*)

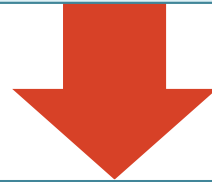
-California Government Code 65080(b); Senate Bill 375



## What are the consequences of not meeting one or more requirements?



Plan not approved by federal or state agencies



Transportation funding sources jeopardized  
(e.g. *SB1 Solutions for Congested Corridors*)

# Refresh on RHNA & Plan Bay Area 2050: What are the statutory requirements?

**RHNA must be consistent with the development pattern from the Plan<sup>1</sup>.**

- **Housing Element Law does not provide a definition of consistency or specific guidance about how it should be achieved.** Historically, MTC/ABAG has interpreted the consistency requirement to mean that the eight-year RHNA housing allocation for a given jurisdiction should not exceed the 30-year Plan housing forecast for the same jurisdiction.

**Subregional shares must be generated based on the Plan<sup>2</sup>.**

- **For any designated subregions, the share of the RHND allocated to that subregion must be generally based solely on the long-range plan, as opposed to other factors that may be integrated into the methodology.**

**Key assumptions from the Plan's Regional Growth Forecast should be provided to the state during the RHND consultation process<sup>3</sup>.**

- **However, the state is not required to integrate Council of Governments input on population growth estimates unless that total regional population forecast for the projection year is within  $\pm 1.5$  percent of the state's own forecast for the Bay Area.**

In addition to reducing GHG emissions...

## Why are Housing Strategies Critical?

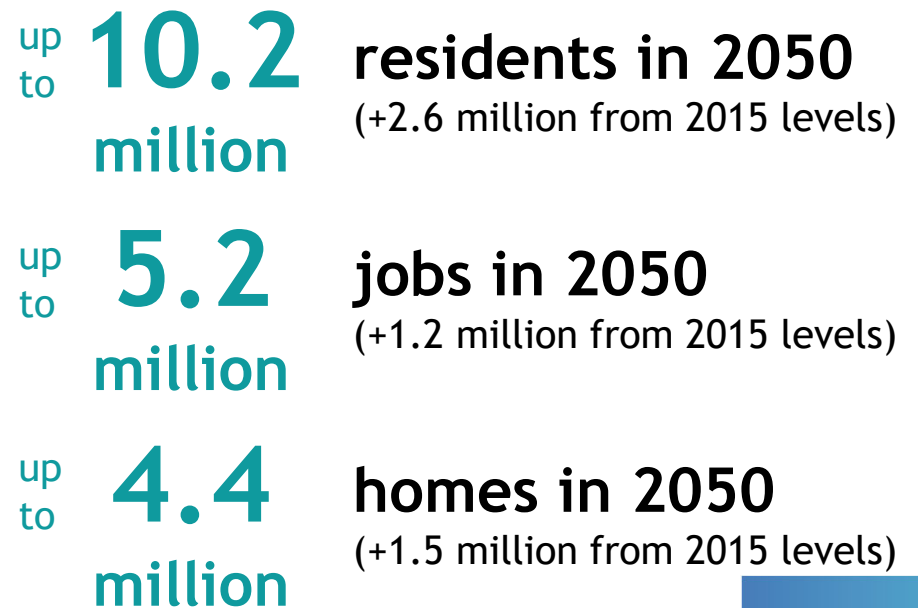
Without new strategies, regional affordability will continue to worsen.



Strategies included in Plan Bay Area 2040 were insufficient to slow rising housing costs. The share of lower-income households' income spent on housing and transportation were forecasted to rise 13 percentage points by year 2040.

Source: Plan Bay Area 2040 Final Plan

The region is anticipated to see significant growth through 2050.



Source: Plan Bay Area 2050  
Draft Regional Growth Forecast



# Draft Blueprint: Proposed Housing Strategies

**Spur Housing  
Production &  
Create Inclusive  
Communities**

**Allow a Greater Mix of Housing Types & Densities  
in Growth Geographies**

Transform Aging Malls and Office Parks into Neighborhoods

Reduce Barriers to Housing in Growth Geographies

**Protect,  
Preserve, &  
Produce  
Affordable  
Housing**

Fund Affordable Housing Protection, Preservation & Production

Require 10 to 20 Percent of All New Housing to be Affordable

Further Strengthen Renter Protections

**Focus of this  
session**

**Additional Housing  
Strategies  
Recommended for  
inclusion in Blueprint**  
*(additional material to  
be provided in February)*

**Adopted into State Law in  
2019; included in Blueprint**

**Repurpose Public Land to Build Housing**

**Question: To meet regional housing need and improve potential GHG & equity outcomes, should the Blueprint integrate Transit-Rich and High-Resource Areas throughout the region?**



# Looking at the Big Picture: Our Current Growth Framework

## Locally-Nominated Priority Areas



Priority Development Areas



Priority Conservation Areas



Priority Production Areas



## Plan Bay Area:

*Strategies & Implementation*



## Plan Bay Area: Focused Growth





# Regional Growth Framework: Progress to Date



- Effective open space protection
- 188 adopted PDAs



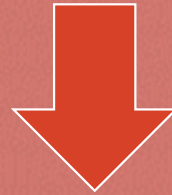
- Share of housing permits in PDAs increasing
- OBAG aligns investment with growth strategy



- Stronger real estate markets in PDAs across region



- Some PDAs not aligned with program guidelines
- Many areas that support regional goals not yet nominated PDAs



- Current share of jobs & housing in PDAs well below PBA forecast
- Low and moderate income housing needs not met



- Increasing displacement pressure in many PDAs

# Which Growth Geographies should the Draft Blueprint include?

## Existing Growth Geographies

*Locally nominated*



Priority Development Areas



Priority Production Areas

## To consider:

### Additional Growth Geographies

*Advance GHG & Equity Outcomes and PDA-eligible, but not yet locally nominated*



Transit-Rich Areas



High-Resource Areas



Other Urbanized Areas



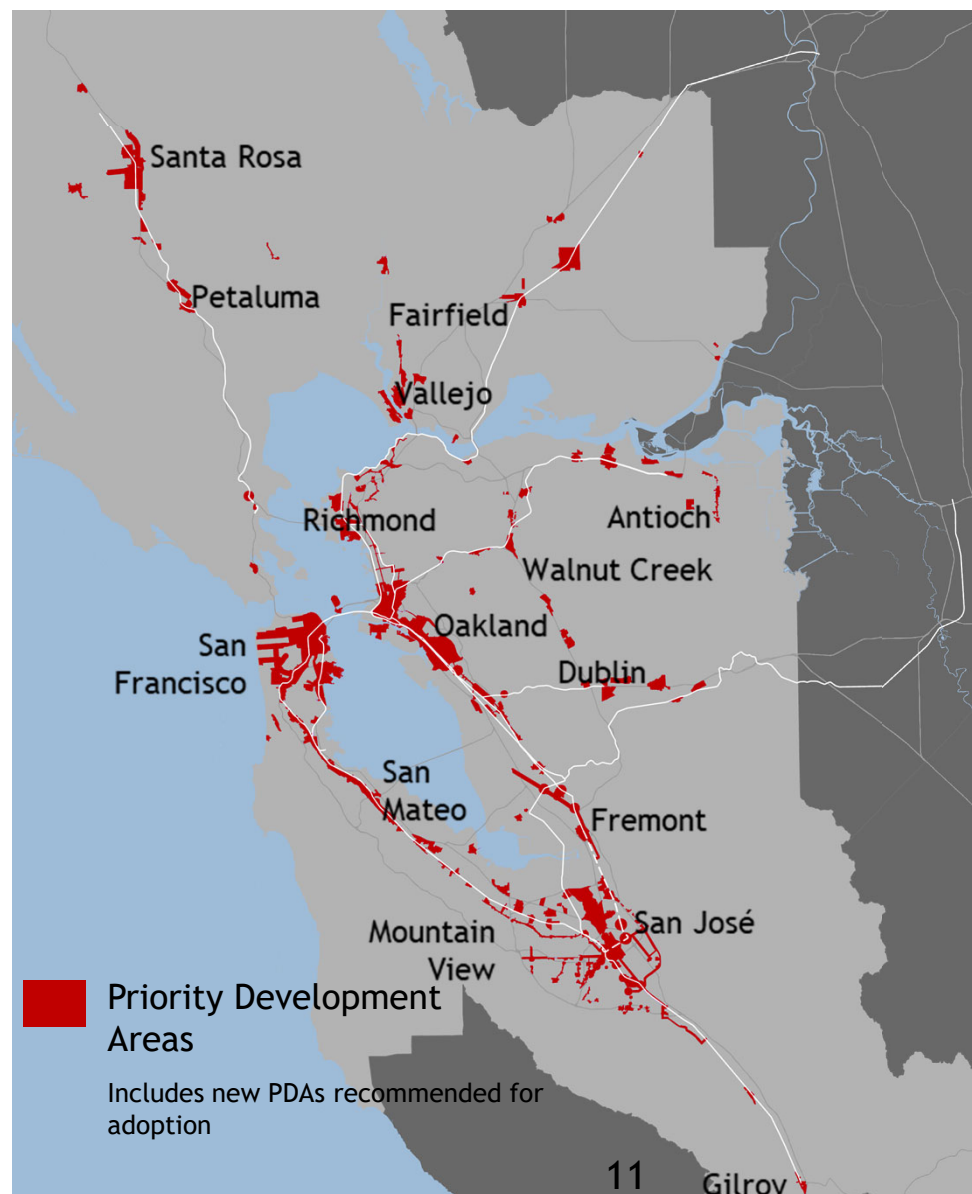
# Priority Development Areas

## Definition:

- Locally nominated
- Within the urban footprint;
- Planned, or will be planned, for significant housing and job growth;
- Within ½ mile of qualifying transit.

Two types of PDAs, based upon level of transit service:

- Transit-rich (rail, ferry, 15-minute bus)
- Connected Community (30-minute bus and VMT policies or within High Resource Area)



# Transit-Rich Areas

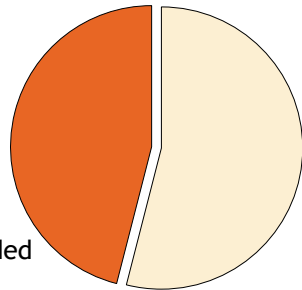
## Definition:

Within ½ mile of a rail station, ferry terminal, or bus stop with peak headways of 15 minutes or less.

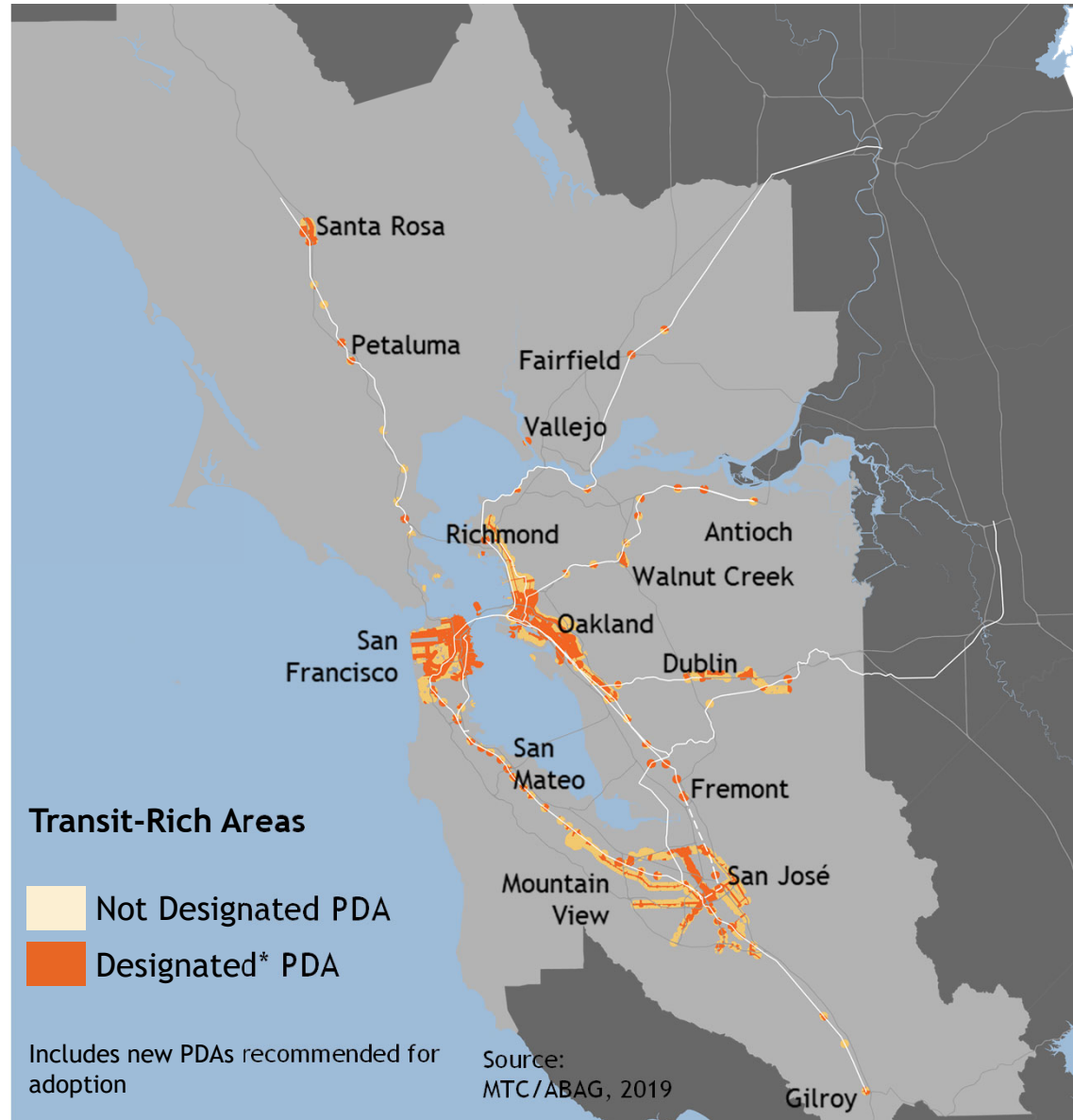
# 54%

Percent not designated PDA\*

\*Includes new PDAs recommended for adoption



□ Undesignated ■ Designated







# High-Resource Areas\*

## Definition:

Places that offer “the best chance at economic advancement, high educational attainment, and good physical and mental health”

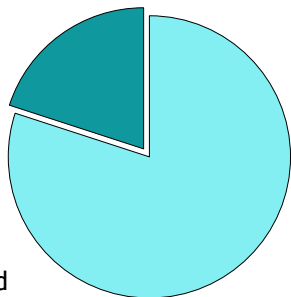
- CA HCD 2019

Based upon economic, environmental, and educational indicators shown to affect these outcomes

# 80%

Percent not designated PDA\*

\*Includes new PDAs recommended for adoption



□ Undesignated ■ Designated

\*Includes High Resource Areas within ½ mile of transit stop that meets PDA criteria.





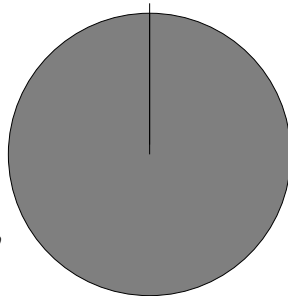
## Other Urbanized Areas

### Definition:

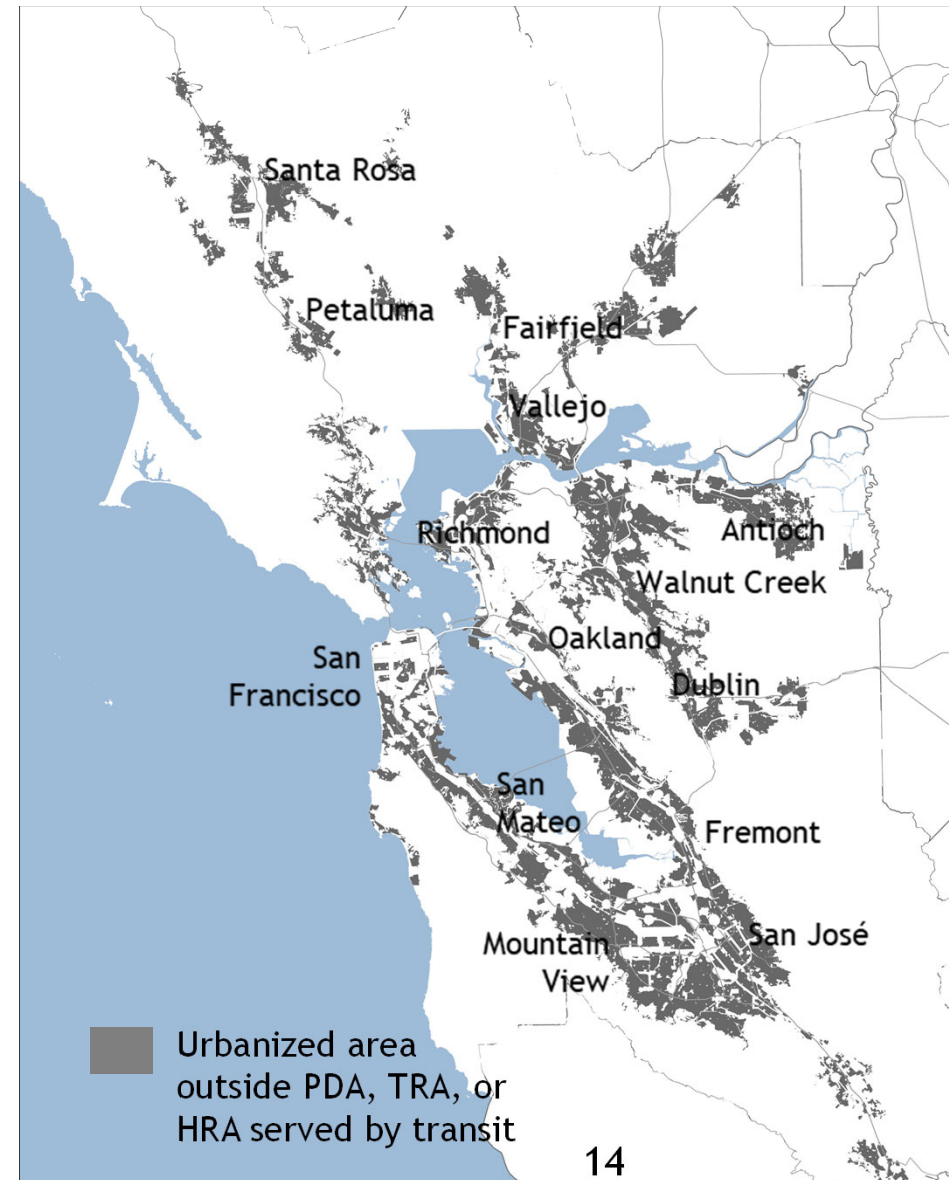
Places within urban growth boundaries but outside PDAs and Transit-Rich, Low-VMT, and High-Resource Areas

# 100%

Outside PDAs, TRAs,  
& HRAs  
(*not eligible*)

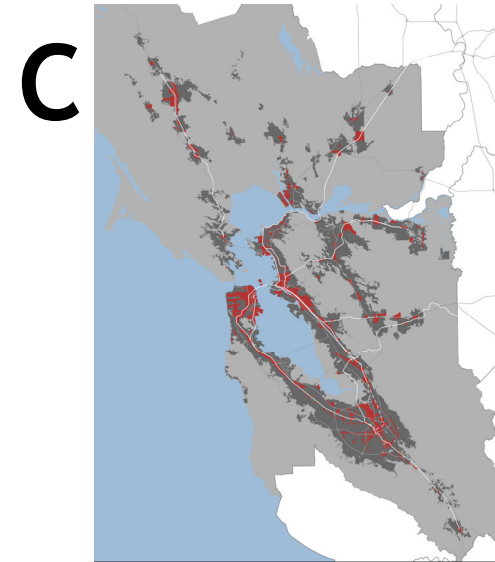
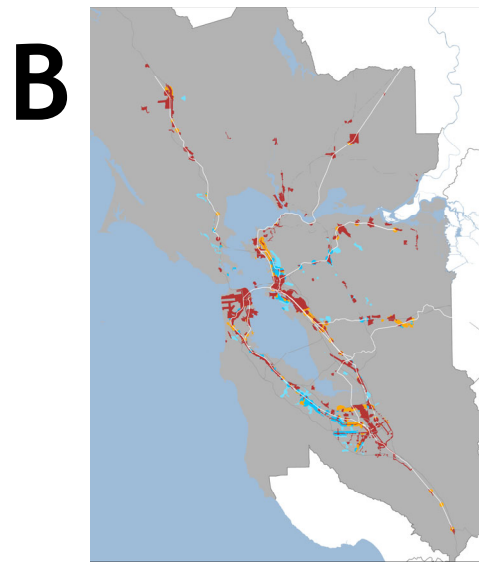
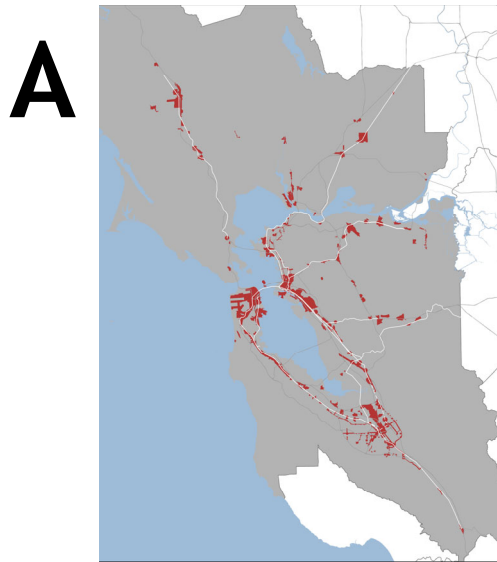


■ Undesignated



# Which Geographies Should the Blueprint Prioritize?

## *Three Refined Options to Consider*





# All Options



Growth geographies exclude high fire risk areas



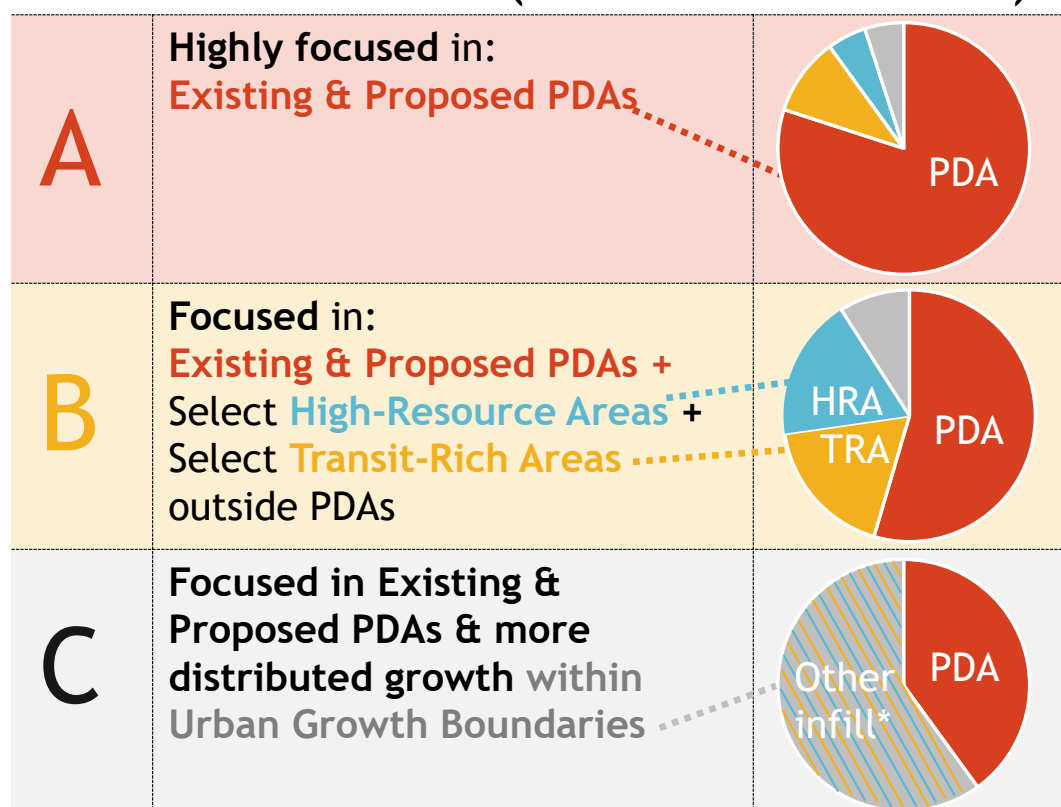
No growth outside urban growth boundaries



Some new homes & jobs outside Growth Geographies



# Location of Growth by Option

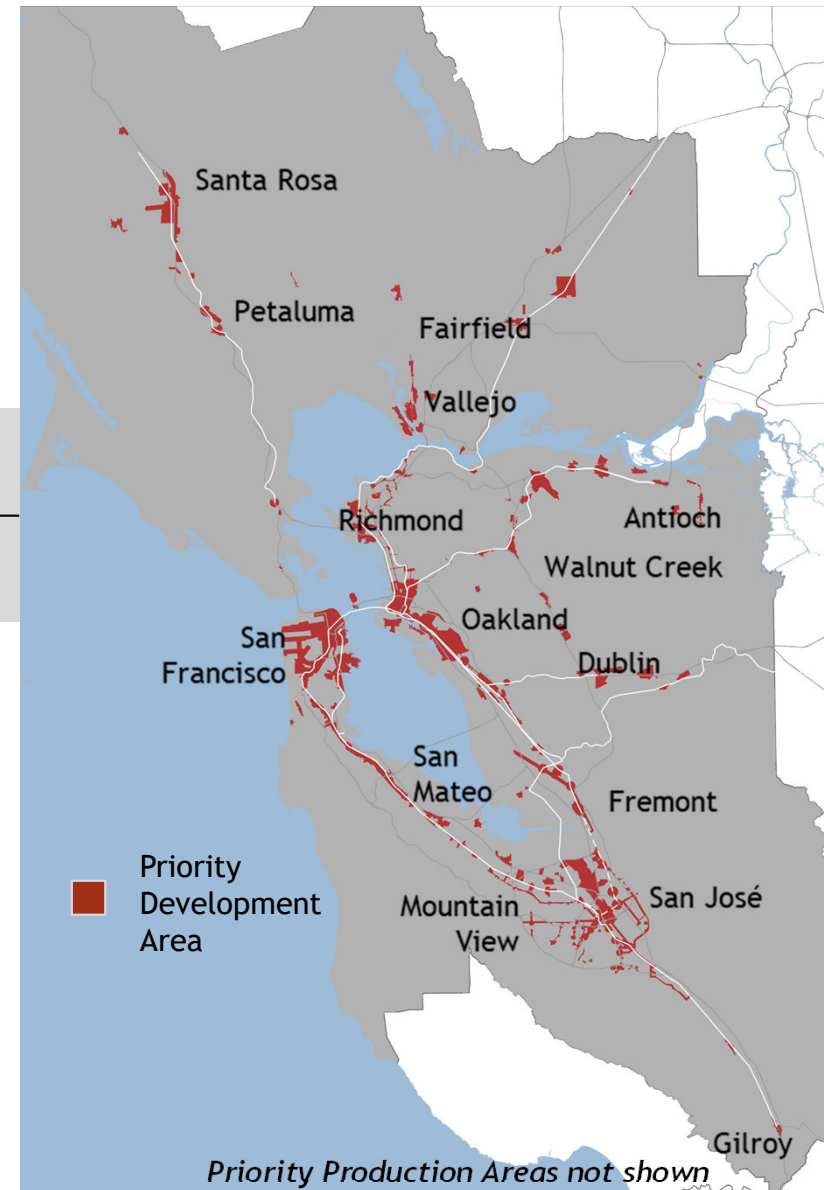
Location of Growth (charts are illustrative)








\* Including all **High-Resource Areas** + **Transit-Rich Areas**

# Option A: Which Geographies are Prioritized?

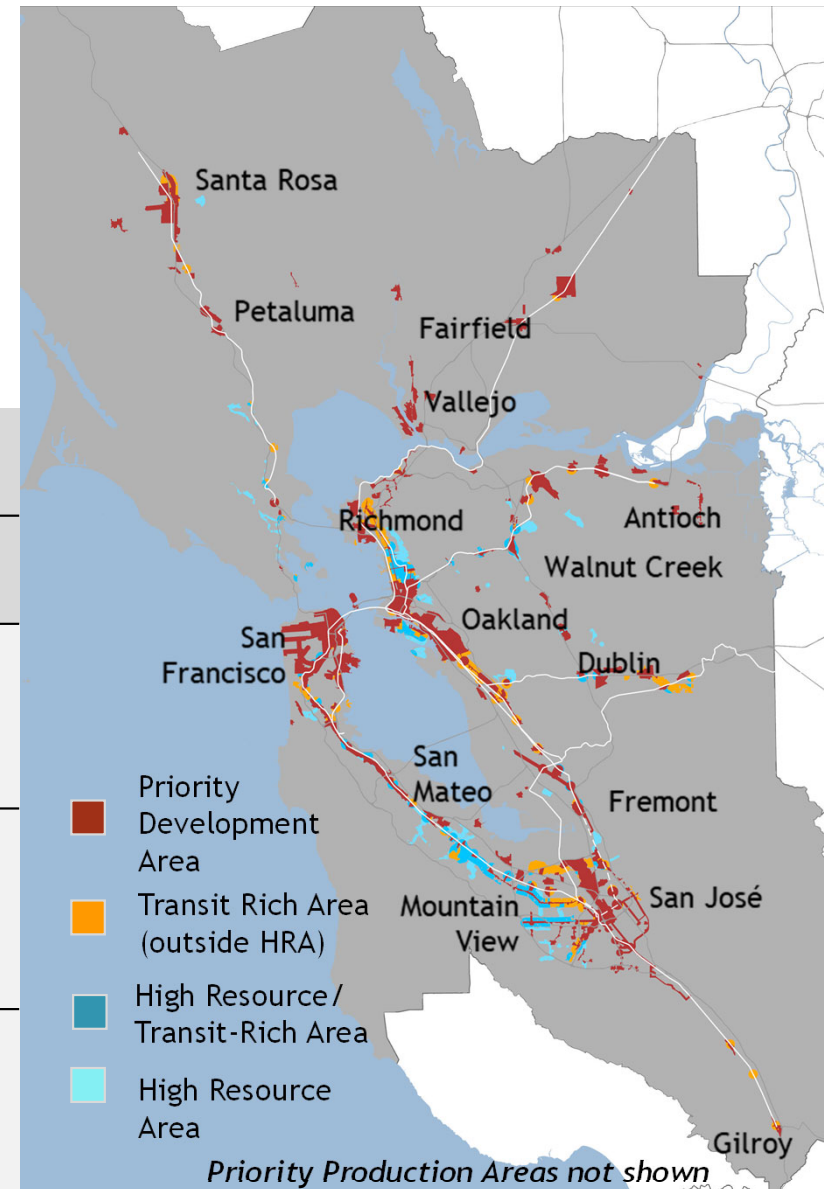
Growth Geographies Prioritized	Jobs		
	Homes	Non-industrial	Industrial
Inside locally-nominated areas  PDA	✓	✓	
 PPA			✓







# Option B: Which Geographies are Prioritized?

Growth Geographies Prioritized	Jobs		
	Homes	Non-industrial	Industrial
<b>Inside locally-nominated areas</b>  <b>PDA</b>  <b>PPA</b>	✓	✓	
			✓
<b>Outside locally-nominated areas</b>	 <b>TRA: frequent regional rail stations</b>	✓	✓
	 <b>TRA: All*</b>	✓	
	 <b>HRA*</b>	✓	

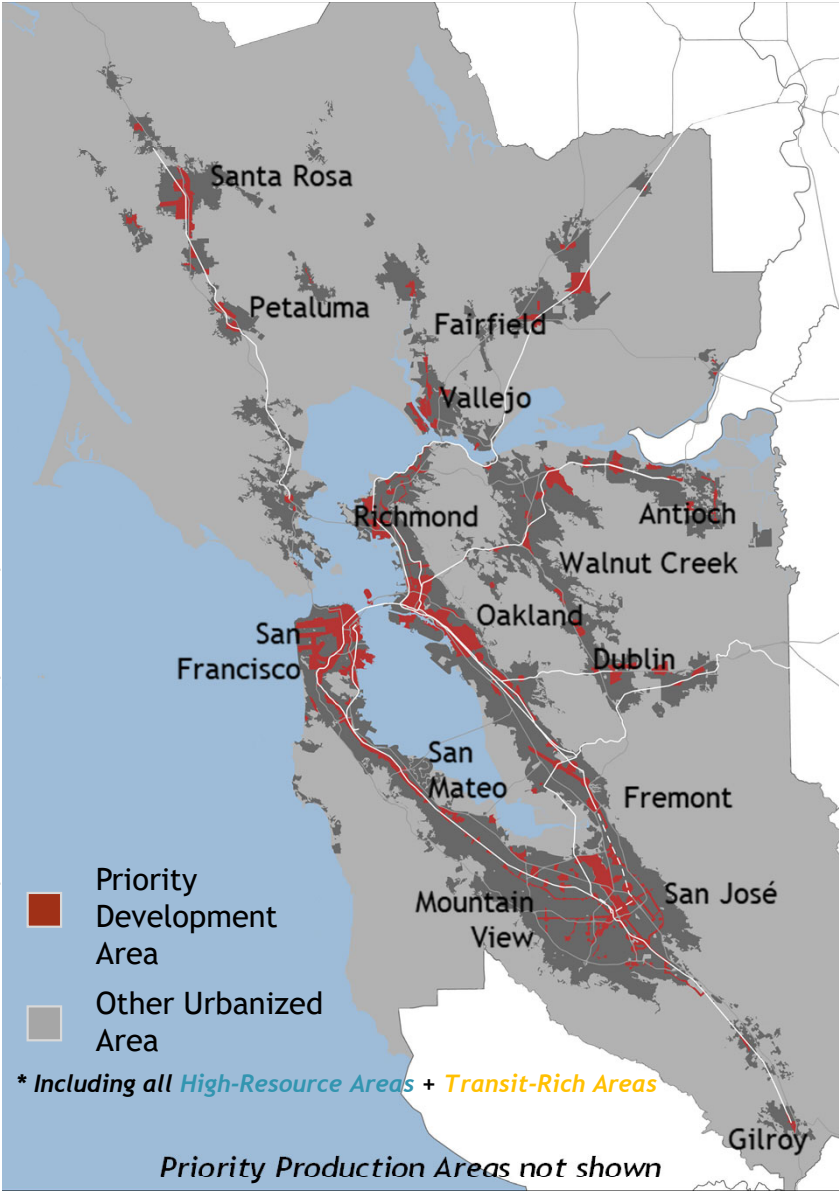
\* Applies to all jurisdictions except those that have already nominated more than 50% of PDA-eligible areas



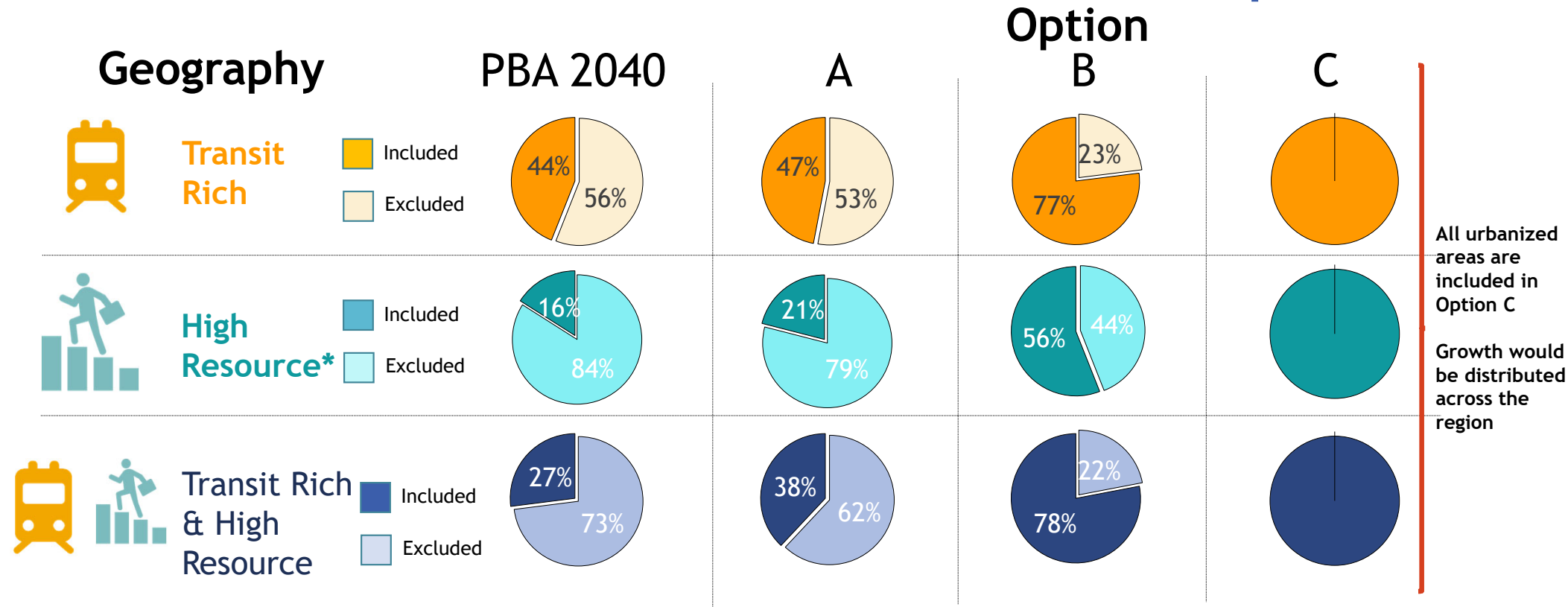
# Option C: Which Geographies are Prioritized?

Growth Geographies Prioritized		Jobs		
		Homes	Non-industrial	Industrial
Inside locally-nominated areas	 PDA	✓	✓	
	 PPA			✓
Outside locally-nominated areas	  Other Urbanized Areas*	✓	✓	

\* Including all High-Resource Areas + Transit-Rich Areas

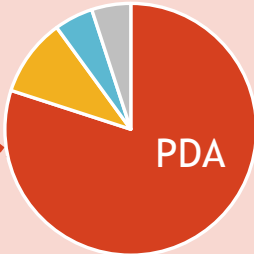
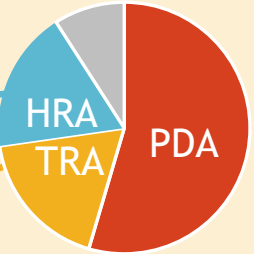
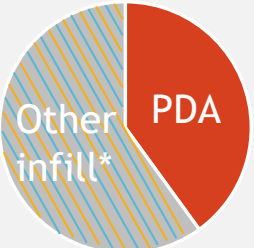


# What Changes: Share of High Resource\* & Transit Rich Areas Included in Each Option



\*Excludes High-Resource Areas that do not meet minimum PDA transit criteria

# Potential Outcomes of Options

Location of Growth (charts are illustrative)			GHG Reduction	Equity	RHNA Consistency	Local Implementation
A	Highly focused in: Existing & Proposed PDAs		+	--	-	++
B	Focused in: Existing & Proposed PDAs + select High Resource Areas + Select Transit Rich Areas outside PDAs		++	++	+	-
C	More distributed growth within Urban Growth Boundaries  * Including all High-Resource Areas + Transit-Rich Areas		--	+	+	+

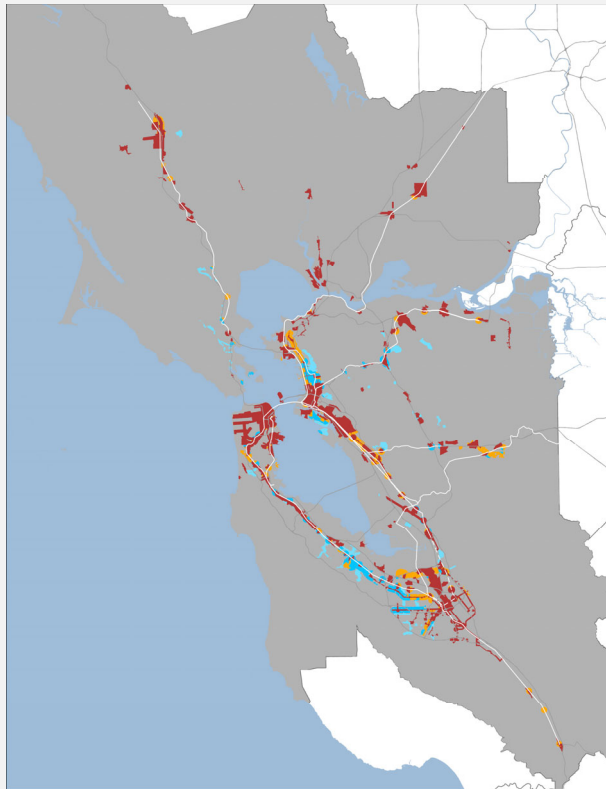







# Best Option to Meet Goals: Option B

No Growth in:

-  High Hazard Areas
-  Areas outside Urban Growth Boundaries






**B**



- ✓  PDAs
- ✓  PPAs
- ✓  TRAs:  
Frequent Regional Rail
- ✓  All TRAs\*
- ✓  HRAs\*

\* Applies to all jurisdictions except those that have already nominated more than 50% of PDA-eligible areas

# Option B: What would it look like?

<i>Context (not exhaustive)</i>			<i>Housing Mix (illustrative only)</i>	
Transit	Job Access	Area Land Use		
 <i>Very frequent service</i>				
 <i>Frequent service</i>				
 <i>Basic service</i>				

# Discussion