PLAN BAY AREA: what is it?

- Long-range (30-year) regional plan for the 9-county Bay Area
- Conducted and adopted by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC)
- Required to meet state and federal law
  - SB 375 requires a Sustainable Communities Strategy to achieve state-mandated greenhouse gas emissions reductions thru linking land use and transportation
  - Must accommodate all projected housing demand from population and job growth within the region
- Must be updated every 4 years
  - Last adopted in 2013 and updated 2017 (horizon 2040), next one in 2021 (horizon 2050)
PLAN BAY AREA: GROWTH FRAMEWORK

- Premise of the land use growth framework is to accommodate population growth in urbanized areas without sprawling further outward or developing on greenfield open space and agricultural lands.

- Three primary designations:
  - Priority Development Area (PDA)
    - Urban infill areas well served by transit or with proximity to jobs, good schools and other resources.
  - Priority Conservation Area (PCA)
    - Regionally significant areas for protection and investment for agricultural, environmental, and recreational purposes.
  - Priority Production Area (PPA) – new for PBA 2021
    - Regionally significant areas for industrial uses to support middle-wage jobs, economic diversity, and regional economic resiliency.
Existing San Francisco PDAs
PLAN BAY AREA: WHAT IS A PDA?

• Urbanized area that is served by public transit or has proximity to jobs, good schools, and other urban resources.
  • Transit Rich PDA
  • Connected Community/High Resource Area
    • All of San Francisco qualifies under these criteria!
• A signal to regional agencies from a local government that it has planned or is considering planning for housing growth in the area.
• A sub-area of a city that defines a reasonably discrete plan area or adjacent areas
• Designation is a voluntary and incentive-based program that makes the area eligible for grants and infrastructure support.
Plan Bay Area: What is a PDA *NOT*?

PDA designation…

- Does NOT override any local land use control, zoning or plans, or mandate any particular land use outcome
- Does NOT bind the City to adopt any particular zoning controls or growth projections by area
- Does NOT require similar treatment of all areas or parcels within a PDA or across PDAs
  - All parts of PDAs do not need to be covered by plans, and plans do not need to follow PDA boundaries.
Location of Transit Priority Areas (TPAs)
- Rail Transit
- Inside PDA
- Outside PDA

Breakdown of Non-PDA TPA Lands - by county
- Santa Clara 27%
- San Francisco 22%
- Alameda 17%
- Unincorporated 11%
- San Mateo 8%
- Contra Costa 7%
- Sonoma 3%
- Solano 1%

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.
PLAN BAY AREA: **WHY EXPAND SAN FRANCISCO’S PDAS?**

- **Funding for Planning and Infrastructure.**
  - PDA status makes that area eligible to receive grants to support planning and prioritize the area for infrastructure investment in regional and state planning. Since 2007, SF has received >$60m for PDAs from MTC.

- **Signal that Local Planning for Housing is Active and Advancing.**
  - Designation signals to region and state that we are engaging in local conversations about housing and will undertake planning that is crafted locally while meeting regional goals.
  - Ongoing conversations with Supervisors about how to advance these conversations and planning efforts.

- **Equity.**
  - SF’s current PDAs are heavily concentrated on the east side, though all of SF qualifies under PDA criteria. All of SF shares responsibility to plan for housing.
Proposed and Existing Priority Conservation Areas (PCAs)
October 2019
SAN FRANCISCO
Growth Framework Designation Process

1b New PDAs
2 New PCAs
3a PPAs

Next Steps

Submit letter of interest by September 2019
Resolution adopted by city council, board of supervisors, or elected board by January 2020
Incorporate in Preferred Plan Bay Area 2050 in winter 2020
What is Plan Bay Area?

It is a long-range (30-year) regional plan for the 9-county Bay Area adopted by the Association of Bay Area Governments and the Metropolitan Transportation Commission that is required to meet state and federal laws and must be updated every four years. The plan must comply with SB 375, which mandates a Sustainable Communities Strategy (SCS) that achieves state mandated greenhouse gas reduction targets by linking land use to transportation. The Plan must accommodate all of the projected housing growth in the region for the population and jobs projected. The basic premise of the Plan is generally to accommodate population growth in existing urbanized areas without sprawling further outward or developing on greenfield open spaces and agricultural lands, while meeting objectives for equity, environmental resiliency, and mobility.

The Plan uses a land use growth framework that has three primary designations: Priority Development Areas (PDAs), Priority Conservation Areas (PCAs), and Priority Production Areas (PPAs). There are minimum criteria for each designation, but they are locally nominated by local governments.

What is a Priority Development Area (PDA)?

- An urbanized area that is served by public transit or has proximity to jobs, good schools, and other urban resources. All of San Francisco qualifies under these standards.
- A signal to regional agencies from a local government that it has planned or is considering planning for housing growth in that area.
- The geography of a PDA generally is a sub-area of a city that defines a reasonably discrete plan area or adjacent areas (i.e. not the whole city as a single PDA).
- PDA designation is voluntary and is an incentive-based program that makes the area eligible for grants and infrastructure support.

Designation as a PDA does not override local control:

- Does not override any local land use control, zoning or plans, or mandate any particular land use outcome.
- Does not bind the City to adopt any particular zoning controls or growth projections by area.
• Does not require similar treatment of all areas within a PDA or across PDAs— we can define our plans, zoning based on the geography and controls that make sense to us. Every part of a PDA does not need to be zoned or treated the same. All parts of PDAs do not need to be covered by plans, and plans do not need to follow PDA boundaries.

Why Expand San Francisco’s PDAs:

Funding for Planning and Infrastructure. PDA status makes that area eligible to receive grants to support planning and prioritizes the area for infrastructure investment in regional and state planning. Since 2007, SF has received >$60 million for PDAs from MTC.¹ The state is also increasingly using PDAs to target infrastructure and grant programs, like the new program for parks on Caltrans property and scoring for community planning grants.

Signal that Local Planning is Advancing. PDA designation signals to regional and state agencies that we are engaging in local ongoing conversations about housing growth in these areas and will undertake planning on our own terms that support broader regional goals. This dovetails with ongoing conversations with Supervisors about how best to consider housing growth and what kind of planning activities to advance.

Equity. SF’s current PDAs are heavily concentrated on the east side of the City, though all of San Francisco qualifies under the PDA criteria. All of SF shares responsibility for planning for housing. Including more of SF and substantial parts of all Supervisory districts, is a more equitable path forward.

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¹ Examples of funding through the One Bay Area Grant (OBAG) program have included: Planning Grants: Market & Octavia Area Plan; Treasure Island Mobility Study; Bi-County (SF-Brisbane) Transportation Study; Mission-San Jose Ave Housing Feasibility Study. Capital Grants: Safe Routes to School (Chinatown), Geary Bus Rapid Transit Phase 1, Central Subway, McLaren Park Street Improvements.