

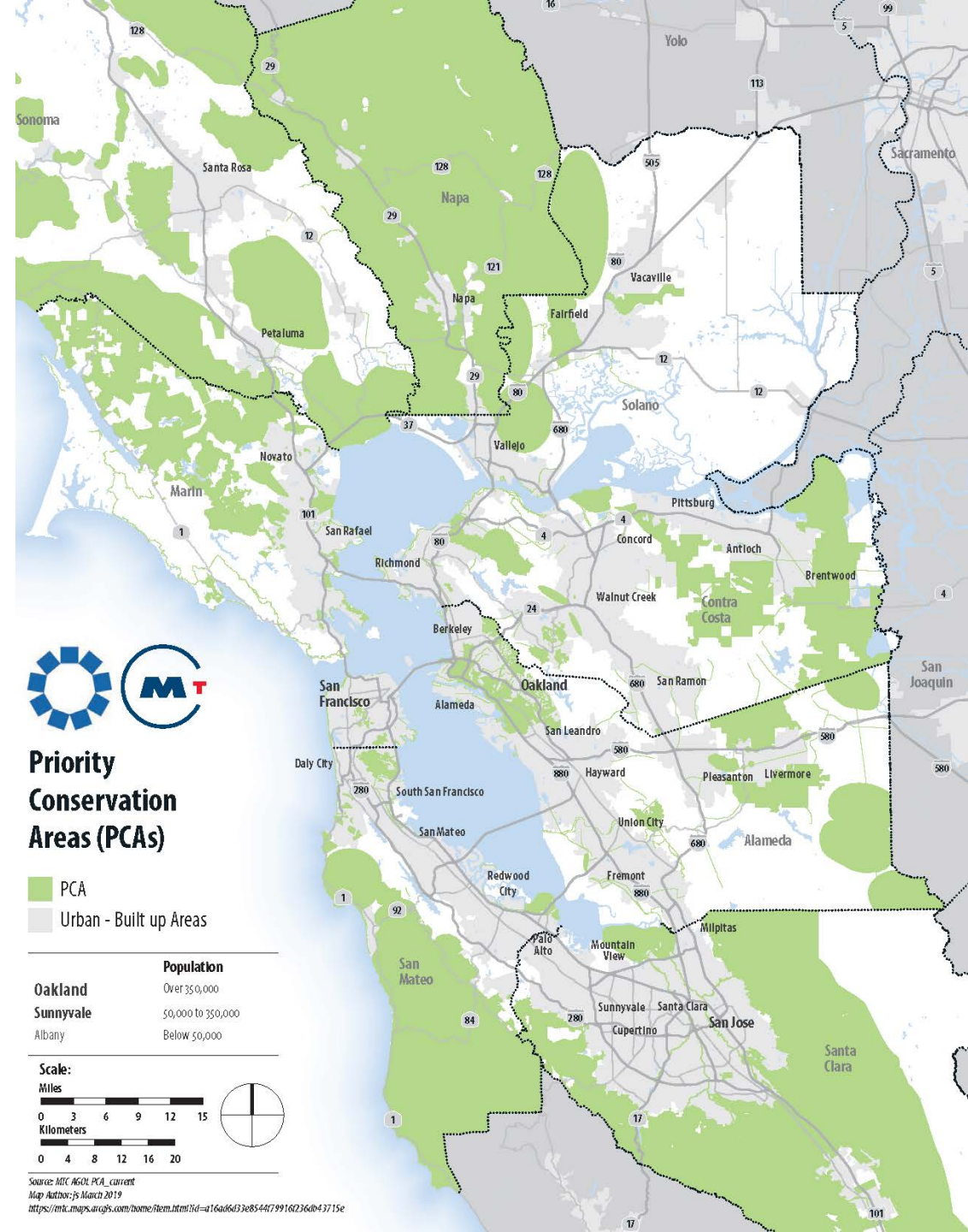
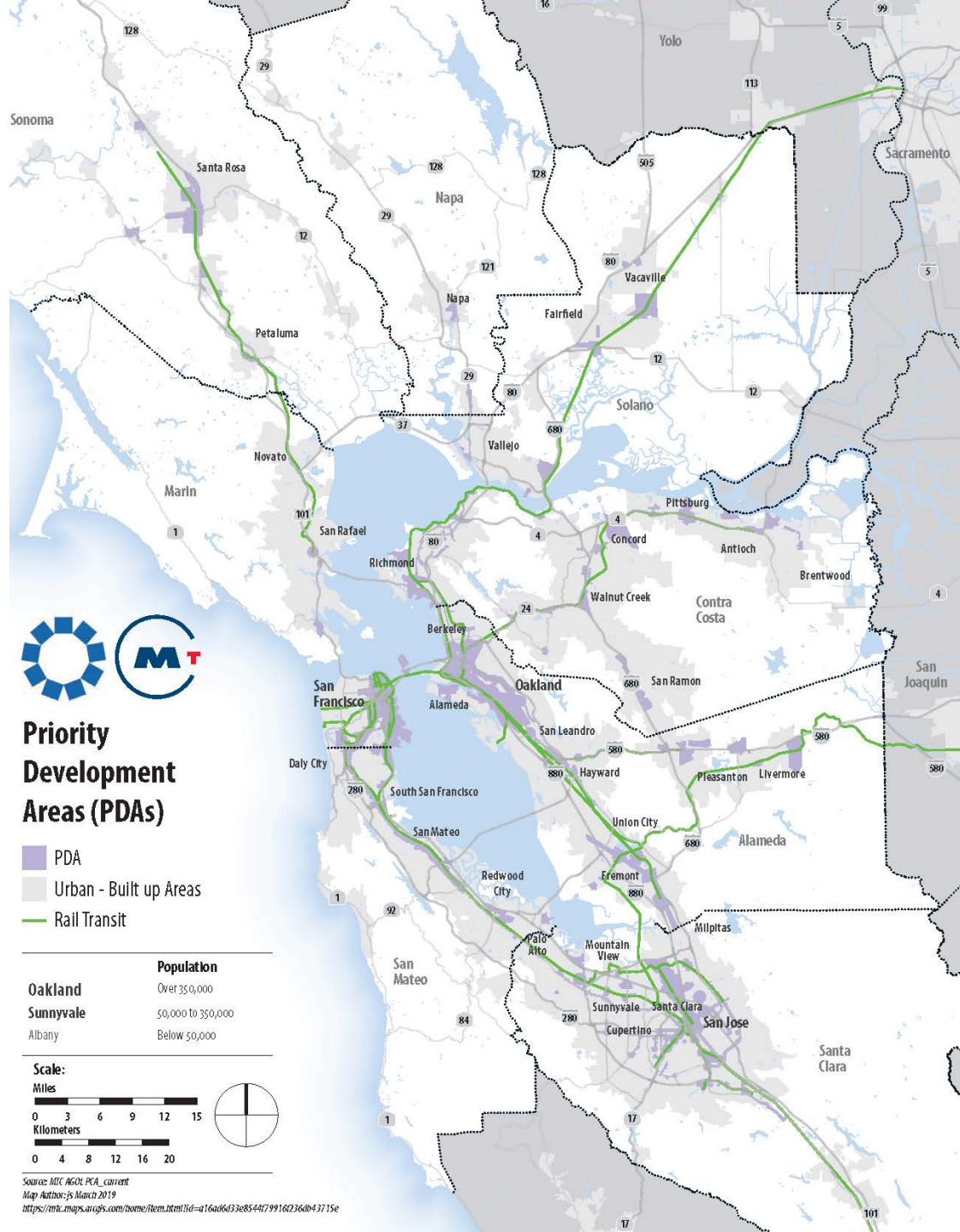
PLAN BAY AREA: WHAT IS IT?

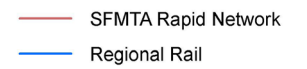
- Long-range (30-year) regional plan for the 9-county Bay Area
- Conducted and adopted by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC)
- Required to meet state and federal law
 - SB 375 requires a Sustainable Communities Strategy to achieve state-mandated 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

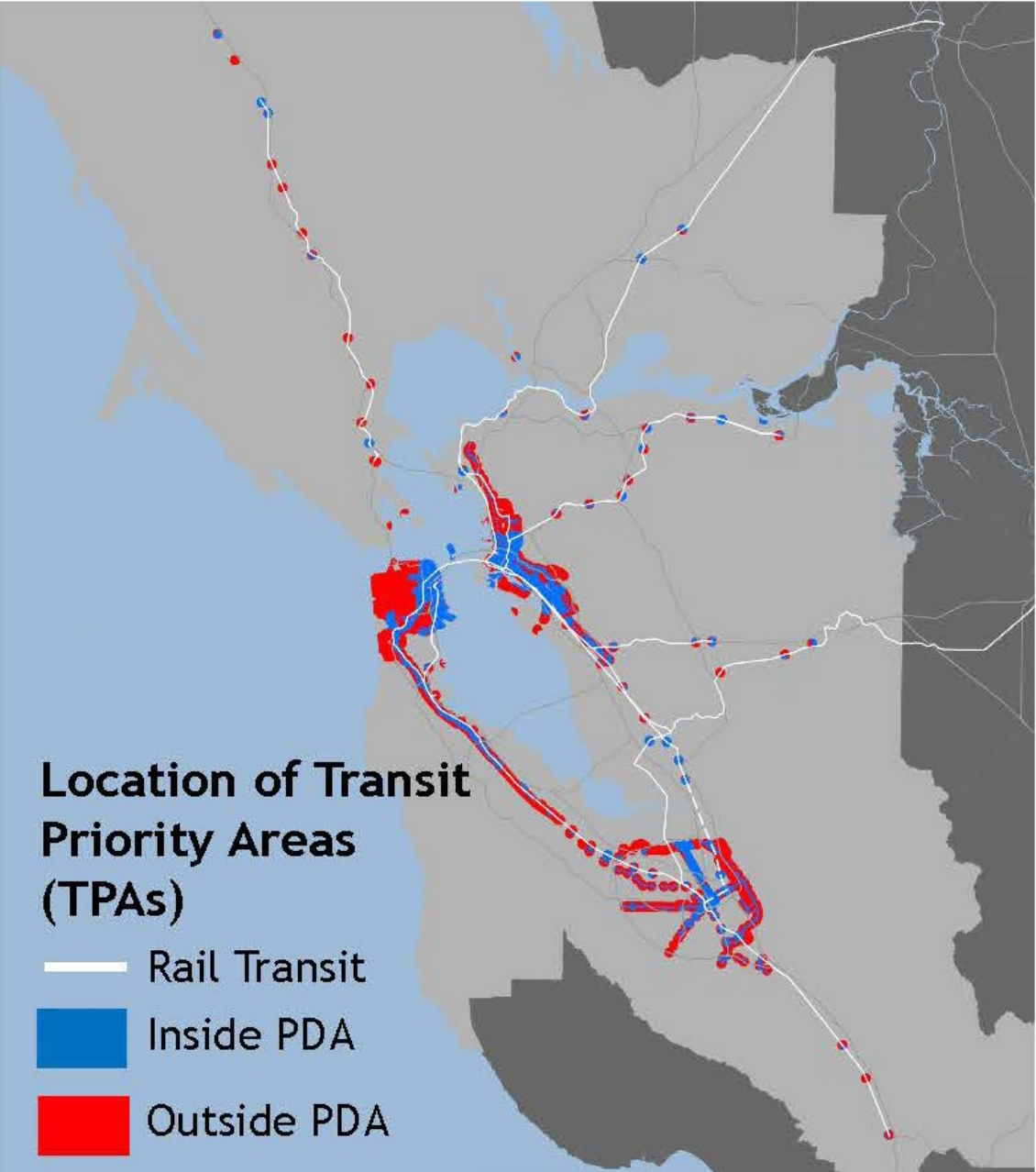
PLAN BAY AREA: WHAT IS A PDA?

- 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.

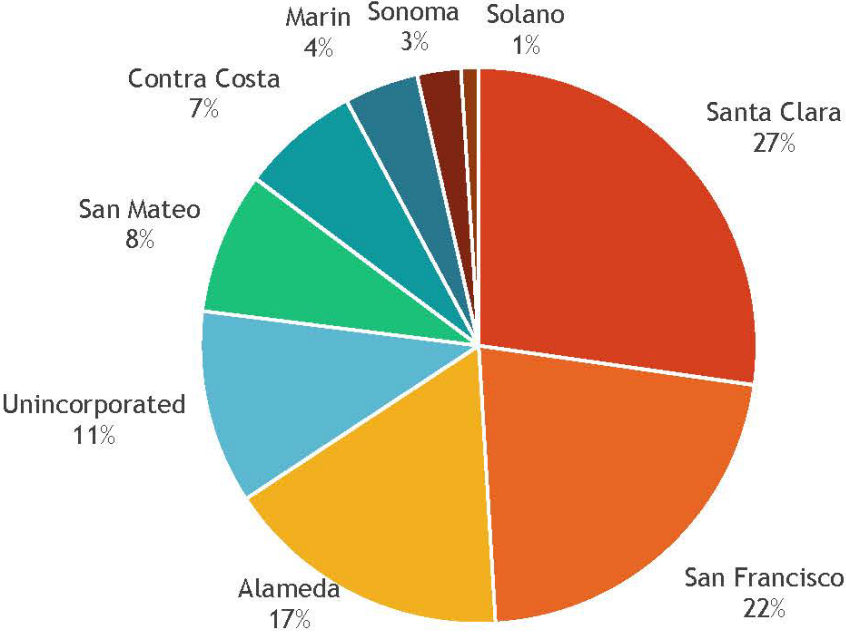
PLAN BAY AREA: WHAT IS A PDA *NOT*?

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.



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.

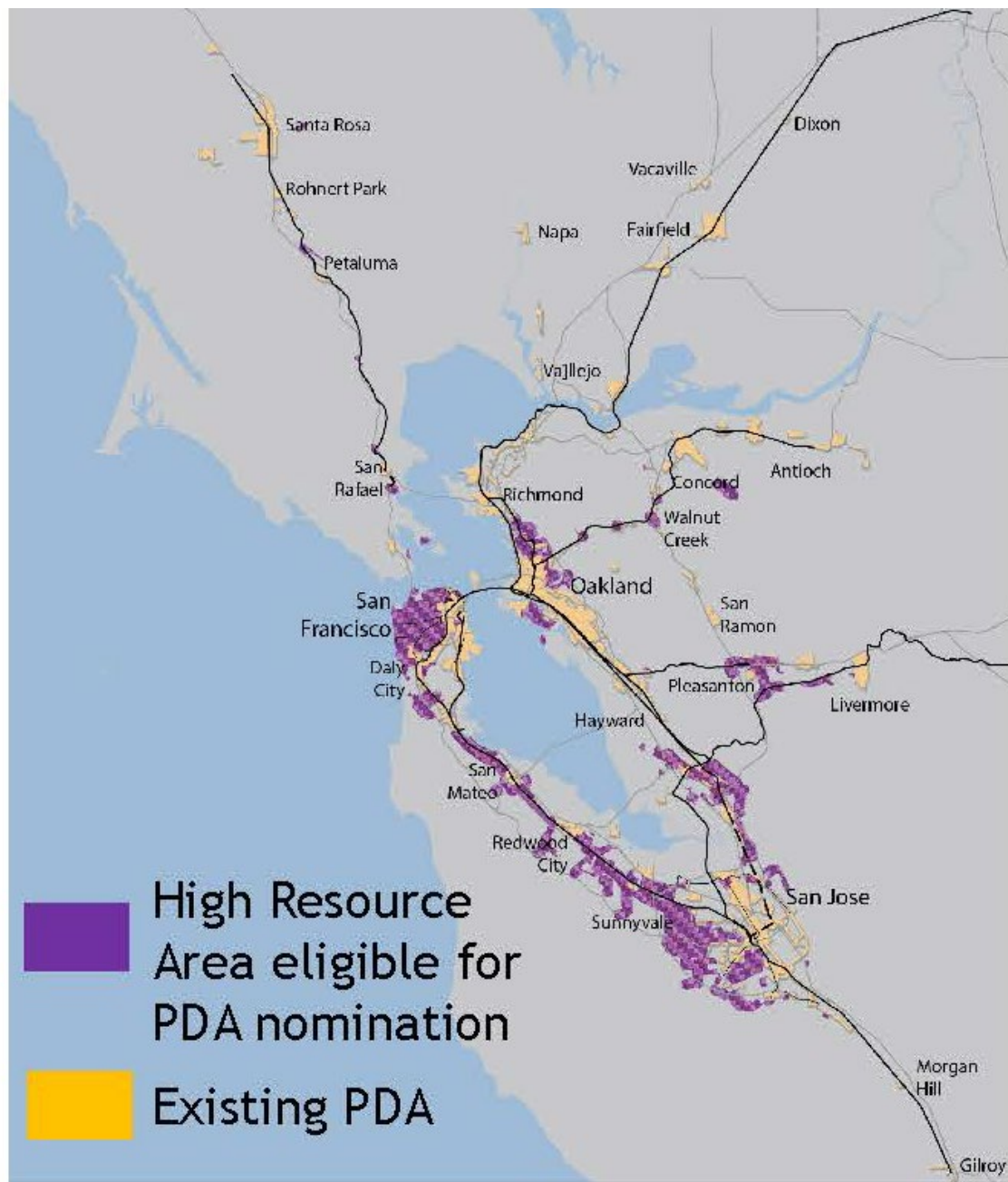
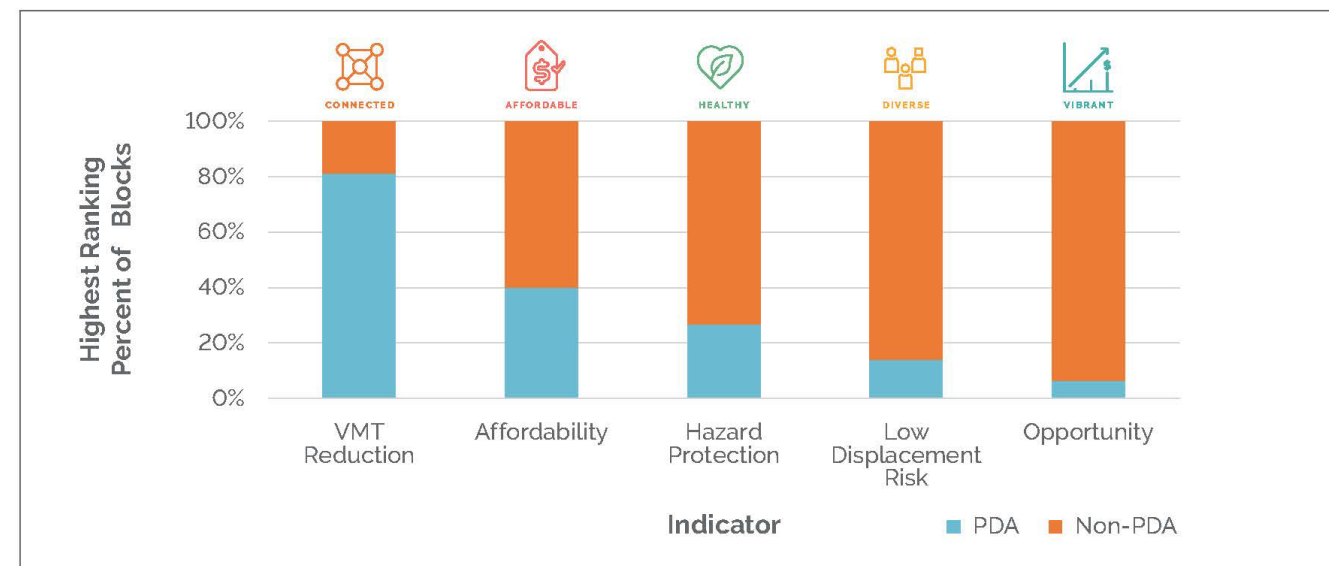


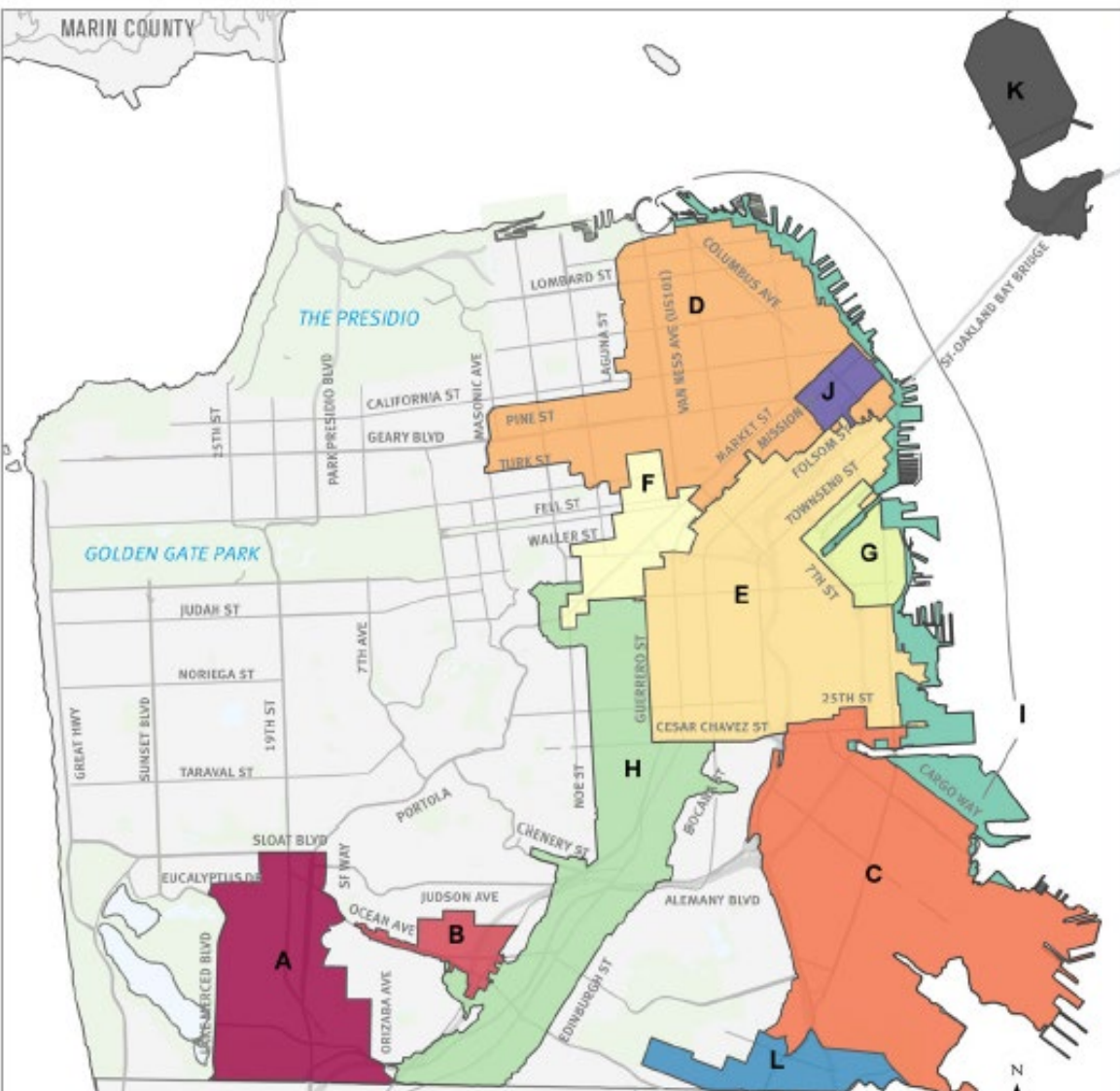
Figure 10. Location of Highest-Ranking* Census Blocks



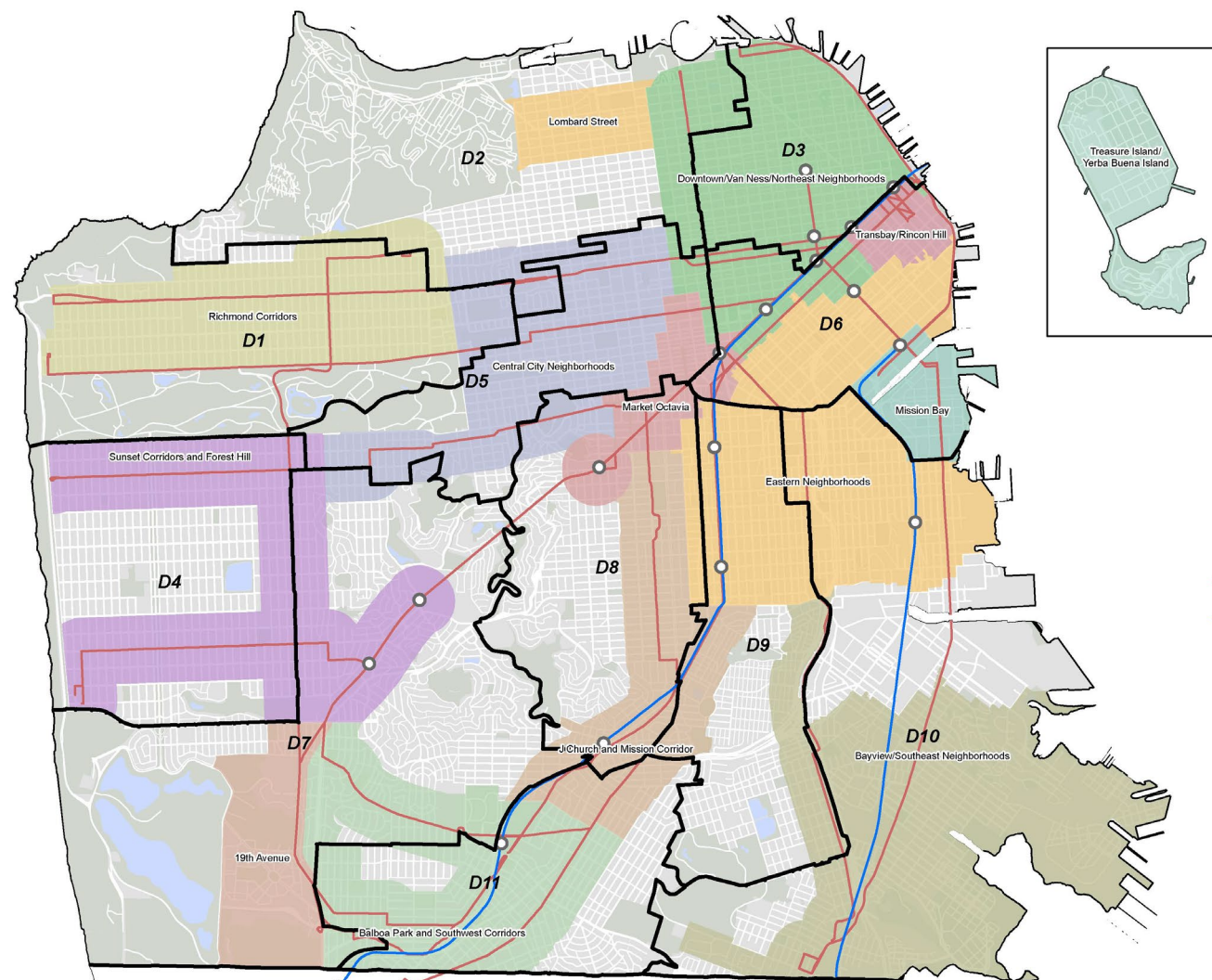
* Top 20% of Census Blocks in the Bay Area by indicator

PLAN BAY AREA: WHY EXPAND SAN FRANCISCO'S PDAS?

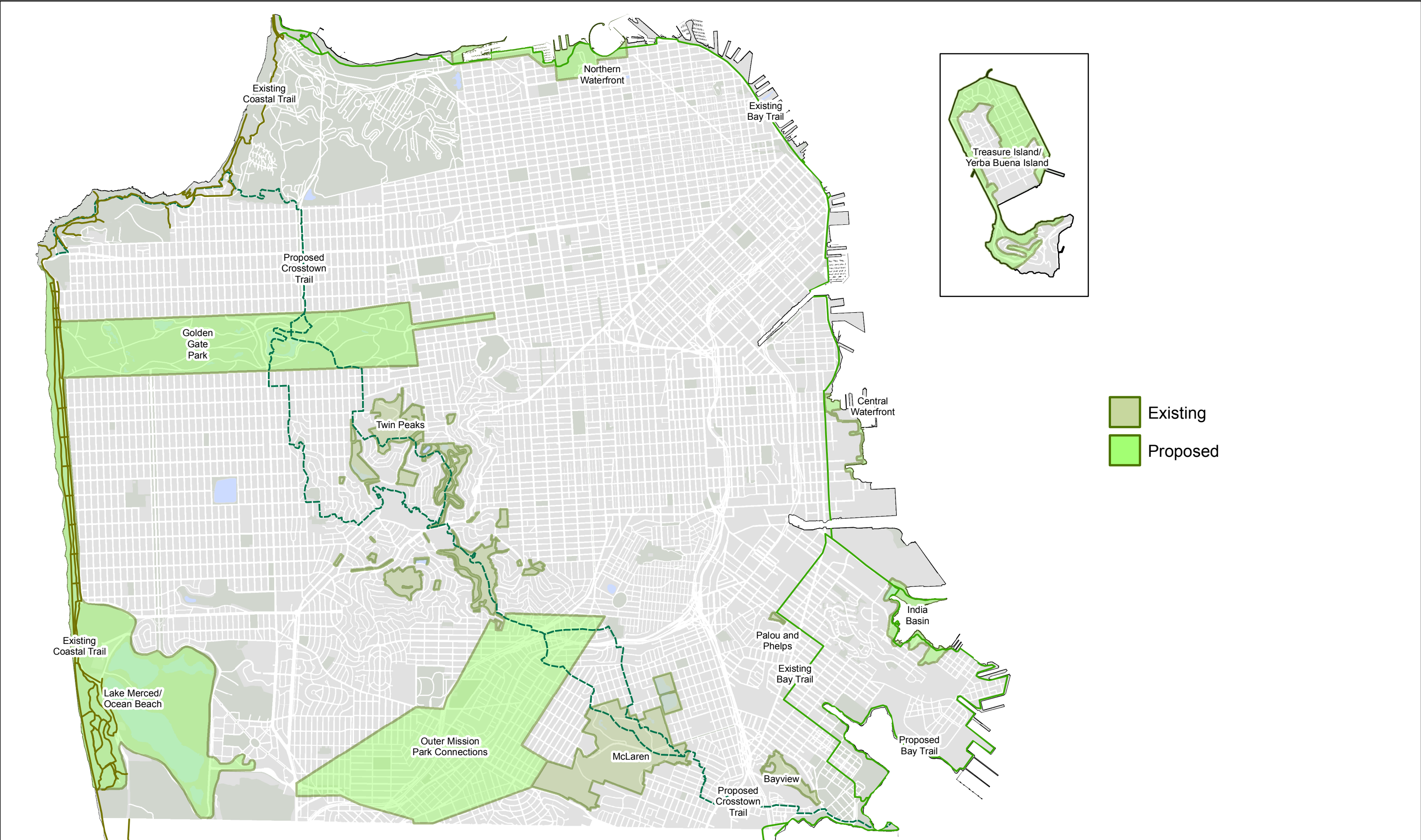
- **Funding for Planning and Infrastructure.**
 - PDA status makes that area eligible to receive grants to support planning and prioritize the area for infrastructure investment in regional and state planning. Since 2007, SF has received >\$60m for PDAs from MTC.
- **Signal that Local Planning for Housing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



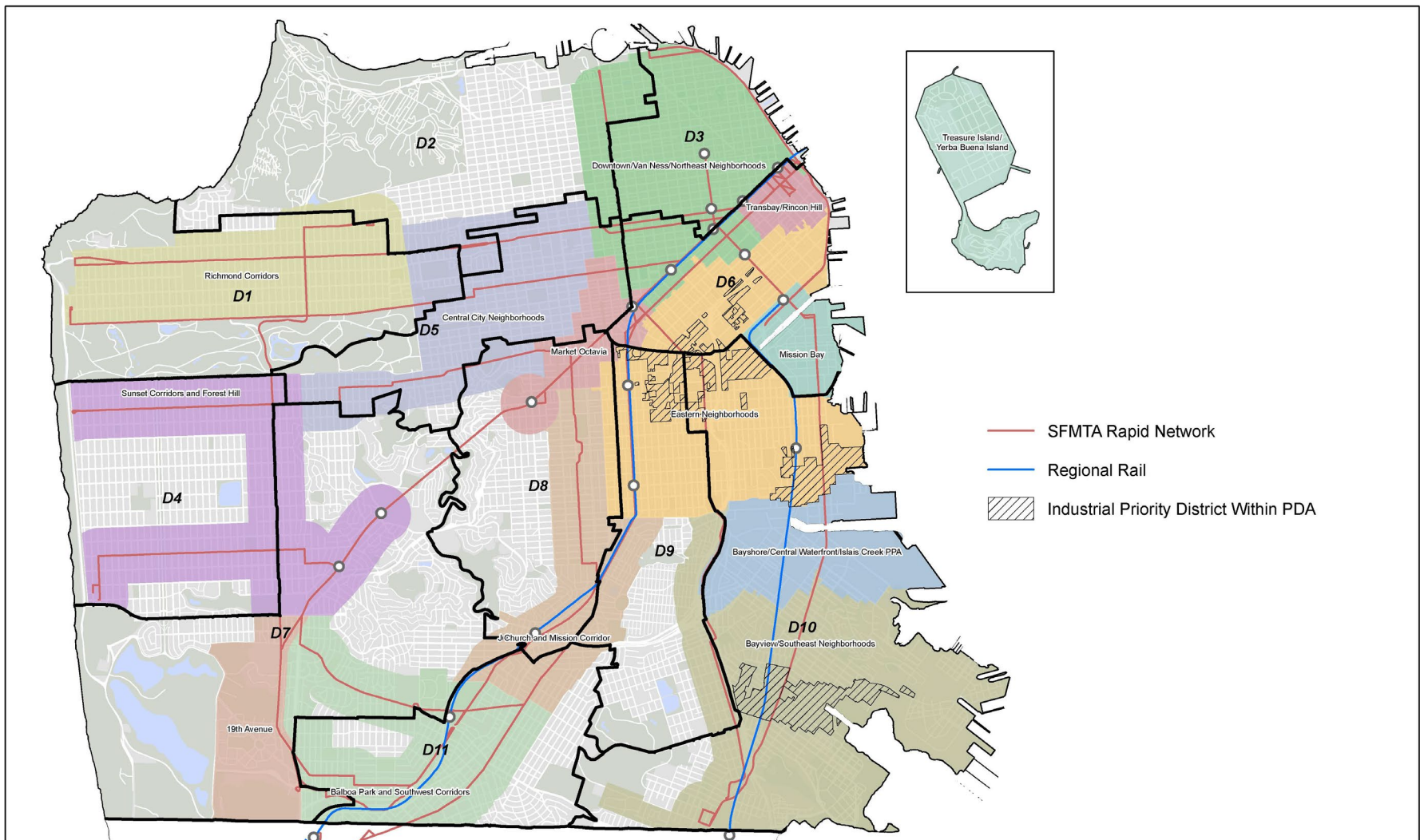
Existing PDAs (2017)



Draft Concept Revised PDAs (Sep 2019)



Proposed and Existing Priority Conservation Areas (PCAs)
October 2019



Draft Concept Priority Development Areas with Priority Production Areas
September 2019

Growth Framework Designation Process

- 1b New PDAs
- 2 New PCAs
- 3a PPAs



Next Steps



SAN FRANCISCO PLANNING DEPARTMENT

Plan Bay Area/Priority Development Area Fact Sheet October 2019

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

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.

Contact: Joshua Switzky, Land Use & Community Planning Program Manager,
joshua.switzky@sfgov.org, (415)575-6815

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.