



NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter

TO: Technical Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Danielle Schmitz, Director – Programs, Projects and Planning
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SUBJECT: Regional Growth Framework Update

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

The Association Bay Area of Governments (ABAG) and the Metropolitan Transportation Commission (MTC) have opened a call for Letters of Interest for new or modified Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs), as well as a new pilot for Priority Production Areas (PPAs).

PPAs:

- Are zoned for industrial use or have a high concentration of Production, Distribution and Repair (PDR) activities
- Do not overlap with a Priority Development Area and does not include land within one-half mile of a regional rail station
- Are located in a jurisdiction that has a certified Housing Element

Jurisdictions interested in designating or modifying a Priority Conservation Area (PCA) or Priority Development Area (PDA), or applying for a new designation as a Priority Production Area (PPA) must submit a Letter of Interest to the Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC) by September 16, 2019.

FINANCIAL IMPACT

Is there a fiscal impact? No

BACKGROUND AND DISCUSSION

ABAG/MTC last updated the regional growth designations in 2010. ABAG/MTC have conducted analysis on PDAs and have found that many are not meeting the transit criteria which requires that *at least 50% of land in a PDA is within a ½ mile of an existing or planned bus line with headways of no more than 30 minutes in peak periods.*

The regional landscape has changed significantly in the last decade, with an escalating housing crisis, growing recognition of the importance of equity and resilience, and new transportation technologies. Local jurisdictions have failed to nominate many of the Bay Area's Transit Priority Areas (TPAs) as PDAs. ABAG/MTC report that half of all state-designated Transit Priority Areas (TPAs) are not included as PDAs. TPAs are defined as *an area within one-half mile of major transit stop that is existing or planned in the most recent Regional Transportation Plan (RTP) with headways of 15 minutes or better during the morning and evening peak periods.*

ABAG/MTC have adopted a new PDA definition:

An infill location that is planned for significant housing and job growth, offers a suite of mobility options that enable residents to live a car-free or car-light lifestyle, and promotes greater opportunity for all, regardless of race or income.

To meet the new PDA criteria, ABAG/MTC is providing more flexibility in the guidelines in the form of two PDA categories:

1) Transit-Rich PDA

- a. PDA Plan for housing and job growth, including affordable housing, adopted or to be completed by 2025.
- b. High-Quality Transit: at least 50% of land in PDA is within ½ mile of an existing or planned rail station, ferry terminal, or bus line with headways of no more than 15 minutes in peak periods (i.e., Transit Priority Area).

2) Connected Community PDA

- a. PDA Plan for housing and job growth: adopted, or to be completed no later than 2025; and
- b. Basic Transit: at least 50% of land in PDA 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:
 - i. High Resource: located in a high resource area (HRA) as defined by the California Department of Housing and Community Development (HCD); or
 - ii. Supportive Policies: adoption, or commitment to adopt, two or more policies shown to reduce vehicle miles traveled, described in detail in Attachment 4. Jurisdictions should adopt policies by January 2020.

Napa County has two PDAs, the Downtown-Soscol Napa PDA and the American Canyon PDA. The City of American Canyon and Napa will need to submit a letter of interest and a letter-of-confirmation form in order to retain their PDA designations. Jurisdictions will use the letter-of-confirmation to identify the Vehicle Miles Traveled (VMT) Reduction policies will be adopted (Attachment 5).

ABAG/MTC are not proposing any changes to the PCA criteria. Jurisdictions interested in designating a new PCA, or modifying a PCA boundary must submit a letter of interest.

Priority Production Areas (PPAs): Designated PPAs will advance through a pilot program in Plan Bay Area 2050, with an opportunity for further refinement post-Plan adoption in 2021. PPAs meet the following criteria:

- Zoned for industrial use or has a high concentration of industrial activities, and
- Does not overlap with a PDA and does not include land within one-half mile of a regional rail station or ferry terminal, and
- The local jurisdiction has a certified Housing Element

SUPPORTING DOCUMENTS

Attachments: (1) PDA Letter of Interest and Compliance Forms
 (2) PCA Letter of Interest Form
 (3) PPA Letter of Interest Form
 (4) Regional Growth Framework
 (5) PDA Action Guide

Letter-of-Interest: Priority Development Area

Use this form to express jurisdictional interest in: a) establishing a new PDA; or b) modifying the boundaries of an existing PDA.

Instructions: Complete this form and send it to pdas@bayareametro.gov along with a GIS shapefile of the PDA boundaries, and any additional attachments, by **September 16, 2019**. Forms may be signed by planning directors or city managers/administrators. Following review of this form by MTC/ABAG staff and additional discussion with applicants if needed, City Council or Board of Supervisors resolutions nominating new PDAs will be required by **January 15, 2020**. Resolutions are not required to modify an existing PDA.

For other forms, including Priority Conservation Area (PCA) or Priority Production Area (PPA) Letters of Interest, and for Letters of Confirmation for PDA Planning or VMT-Reduction Policies, go here:

<https://www.planbayarea.org/priority>

1: APPLICATION TYPE

I want to: ☐ Propose a new PDA ☐ Modify an existing PDA

2: PDA DESIGNATION

Step One: Determine the designation for your PDA by reviewing [this map](#). If the area you wish to designate a PDA is not shown as eligible, complete Section 6.

Step Two: Check the appropriate box below:

- ☐ Transit-Rich ☐ Connected Community/High Resource Area
☐ Connected Community/Outside High Resource Area*

*Also complete VMT-Reduction Letter of Confirmation, available [here](#)

3: GENERAL PDA INFORMATION

City or County: _____ Date: _____

PDA Name: _____ Acres: _____

Staff Contact/Title: _____

Email: _____ Phone: _____

4: PLANNING STATUS

		Adopted	In Progress	None**
Level of Planning Completed for PDA:	Specific Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Other* Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	EIR	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Consistent Zoning	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*If "Other Plan" selected, please describe:

**If "None" selected, indicate expected start and completion year:

5: LAND USE

		2017 or most recent	Planned**	"Planned" year
Housing & Jobs	Dwelling Units*			
	Jobs*			

*All figures can be estimates

**Can be based upon buildout in most recently adopted plan, such as the "Project" analyzed in an EIR, or a staff estimate

6: IF NEEDED - ADDITIONAL TRANSIT INFORMATION

If the majority of land in the PDA is not shown as eligible on the PDA designation map, please describe existing or planned transit service in the PDA that meets eligibility criteria:

Mode	Status	Agency & Route/Station
<input type="checkbox"/> Rail	<input type="checkbox"/> Existing <input type="checkbox"/> Planned	
<input type="checkbox"/> Ferry	<input type="checkbox"/> Existing <input type="checkbox"/> Planned	
<input type="checkbox"/> 15 minute bus	<input type="checkbox"/> Existing <input type="checkbox"/> Planned	
<input type="checkbox"/> 30 minute bus	<input type="checkbox"/> Existing <input type="checkbox"/> Planned	

Please attach a map, preferably a GIS shapefile, of the stop location(s) when submitting this form.

7: OPTIONAL - REGIONAL CATALYST SITES

If the PDA includes one or more planned or potential development site with the capacity to provide at least 1,000 new housing units, please describe the site(s) below:

Name	Current Use	Potential Future DU	Potential Future Commercial SF	Approximate % Affordable	Phase

Name & Title:

Signature:

Date:

Letter-of-Confirmation: Priority Development Area VMT Reduction Policies

Use this form to confirm intent to: adopt VMT-Reduction policies for an existing or new Connected Community PDA outside a High Resource Area. Policies can be PDA-specific or citywide. If you are unsure if your PDA is a Connected Community Outside a High Resource Area, review this [map](#).

Instructions: Review the detailed Description of VMT-reduction Policy Options beginning on page 3 of this form, then complete Sections 1 and 2, and send the form and any attachments to pdas@bayareametro.gov by **January 16, 2020**. Forms should be submitted by City Managers or Administrators.

For Letters of Interest in PDAs, Priority Conservation Areas (PCAs) or Priority Production Areas (PPAs), and for Letters of Confirmation for PDA Planning and Transit Service, go here: <https://www.planbayarea.org/priority>

For any questions, please contact pdas@bayareametro.gov.

1: GENERAL PDA INFORMATION

City or County: _____ Date: _____

PDA Name: _____

Staff Contact/Title: _____

Email: _____ Phone: _____

2: VMT REDUCTION POLICIES

Please check the appropriate boxes below to identify the policy option your jurisdiction has adopted, or intends to adopt, by 2025. For adopted policies, provide relevant documentation for the required policy action (see policy descriptions in following section).

VMT Reduction Policy Options	Intend to adopt	Anticipated Year	Adopted	Year
Option A				
A1. Parking and Transportation Demand Management (PTDM) Ordinance	<input type="checkbox"/>		<input type="checkbox"/>	
A2. Citywide Impact Fee	<input type="checkbox"/>		<input type="checkbox"/>	
Option B				
B1. Vision Zero/Safety Plan	<input type="checkbox"/>		<input type="checkbox"/>	
B2. Bicycle/Pedestrian Infrastructure Plan	<input type="checkbox"/>		<input type="checkbox"/>	
Option C				
Another policy or plan documented by research to achieve significant VMT reduction	<input type="checkbox"/>		<input type="checkbox"/>	

Name & Title:

Signature:

Date:

Description of VMT Reduction Policy Options

Option A. Vehicle Trip Management: (A1) PTDM Ordinance and (A2) Impact Fee

These two policies support the requirements under Senate Bill 743 (SB 743) by providing an approach to mitigate the vehicle trips generated by new development in the PDA and establish a revenue source to fund the mitigations. SB 743 requires cities to shift from level of service (LOS) to vehicle miles traveled (VMT) for transportation impact analysis under CEQA.

A1. Parking and Transportation Demand Management Ordinance

Action: Adopt, enforce, and monitor a Parking and Transportation Demand Management (PTDM) ordinance or amend existing municipal code to include PTDM requirement, and incorporate the policy into the initial steps of the development review/entitlement process.

A Parking and Transportation Demand Management (PTDM) Ordinance or PTDM amendments to existing municipal codes defines a local jurisdiction's set of strategies to reduce vehicle miles traveled associated with new development projects, and establish a process for compliance. The ordinance should address both parking policies and TDM options, which, when paired together, can reduce the demand for driving and parking and shift travelers to other modes. The ordinance would define how a developer, employer, and/or property manager would plan and implement strategies to reduce vehicle trips to and from the development (e.g., transit subsidies, unbundled parking, bikeshare and carshare stations, revised minimum parking requirements, etc.) and how the PTDM program will be monitored and enforced.

Examples:

- Palo Alto, Parking and Loading Requirements:
[http://library.amlegal.com/nxt/gateway.dll/California/paloalto_ca/title18zoning*/chapter1852parkingandloadingrequirements?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:paloalto_ca\\$anc=JD_Chapter18.52](http://library.amlegal.com/nxt/gateway.dll/California/paloalto_ca/title18zoning*/chapter1852parkingandloadingrequirements?f=templates$fn=default.htm$3.0$vid=amlegal:paloalto_ca$anc=JD_Chapter18.52)
- South San Francisco, Transportation Demand Management:
http://www.qcode.us/codes/southsanfrancisco/view.php?topic=20-20_400&frames=on
- San Francisco, TDM Ordinance Resolution: <https://sfenvironment.org/policy/resolution-in-support-of-the-transportation-demand-management-ordinance>; Planning Code, Section 169 Transportation Demand Management Program:
[http://library.amlegal.com/nxt/gateway.dll/California/planning/planningcode?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:sanfrancisco_ca\\$sync=1](http://library.amlegal.com/nxt/gateway.dll/California/planning/planningcode?f=templates$fn=default.htm$3.0$vid=amlegal:sanfrancisco_ca$sync=1)
- Oakland, Modernizing Transportation Impact Review:
<http://www2.oaklandnet.com/government/o/PBN/OurOrganization/PlanningZoning/OAK060501>

A2. VMT Mitigation Impact Fee

Action: Establish an impact fee program to fund the transportation improvements needed to mitigate direct and cumulative VMT impacts from development in the PDA or Citywide, informed by a nexus and fee study.

Impact fees have long been assessed on developers to mitigate transportation impacts from new development to fund roadway capacity increases to reduce congestion and improve LOS. Under SB 743, there is an opportunity to revise the way impact fees are assessed on new developments to enable transportation improvements consistent with the development's VMT impacts and facilitate project-level VMT mitigation as part of a larger VMT-reduction strategy (e.g., active transportation infrastructure, transit improvements, etc.).

Example:

- Pasadena, Traffic Reduction and Transportation Impact Fee (based on VMT):
http://www.cityofpasadena.net/councilagendas/2017%20Agendas/Jul_24_17/AR%2018%20ATTACHMENT%20B.pdf

Option B. Bicycle and Pedestrian Improvements: (B1) Vision Zero Policy and (B2) Bike/Pedestrian Infrastructure Plan

The policies included in Option B work in concert to shift people from driving to walking, biking, or other more active modes to ensure a community provides safe, high-quality bicycle and pedestrian facilities. Surveys have found that over half of all adults in metro areas are “interested but concerned” about biking; that is, they are curious about biking and would like to bike more, but “they are afraid to ride” without good bicycle infrastructure.¹ Similarly, walkable neighborhoods that support safe access to transit stops and destinations are essential to encouraging increased walking.

B1. Vision Zero/Safety Plan

Action: Develop and adopt a Vision Zero/Safety Plan.

Vision Zero policies and Safety Plans provide action-oriented approaches to making travel safer for people, particularly bicyclist and pedestrians. A Vision Zero policy establishes a local jurisdiction's commitment to eliminate all traffic deaths by a target deadline and defines the policies and actions the jurisdiction will follow to meet that goal. A Safety Plan identifies actionable strategies such as: investing in safety treatments in high injury areas (e.g., safer bicycle and pedestrian facilities, modified street design to prevent speeding, improved lighting at bicycle-pedestrian crossings); employing equitable and data-driven enforcement strategies that focus on the most dangerous

¹ Jennifer Dill and Nathan McNeil, “Revisiting the Four Types of Cyclists: Findings from a National Survey,” Transportation Research Record: Journal of the Transportation Research Board, 2587: 90-99, 2016. See <https://jenniferdill.net/types-of-cyclists/>

driving behaviors; and evaluating progress toward achieving established Vision Zero goals and targets. These safety measures must be data driven, requiring the regular collection and analysis of data to understand the issues and prioritize solutions based on evidence. The Vision Zero and Safety Plan activities will inform the Bicycle/Pedestrian Infrastructure Action Plan (B2).

Examples:

- San Mateo, Sustainable Streets Plan (includes Vision Zero): <https://www.cityofsanmateo.org/DocumentCenter/View/63263/Sustainable-Streets-Plan?bidId=>
- Fremont, Vision Zero 2020: <https://fremont.gov/2594/Fremont-Vision-Zero-2020>
- San Jose, Vision Zero: <http://www.sanjoseca.gov/VisionZero>
- San Francisco, Vision Zero SF: <https://www.visionzerosf.org/>

B2. Bicycle/Pedestrian Infrastructure Action Plan

Action: Develop a short-term action plan that prioritizes planning and implementation of Class II or better bike infrastructure and safe, pedestrian-scaled streets, and provides a timeline and funding plan for implementation of the infrastructure.

Local jurisdictions should develop a plan for Class II or better bikeways and pedestrian infrastructure improvements. Class II bikeways are bike lanes with pavement striping and signage that separate a portion of a roadway for bicycles (or micromobility and electric assisted mobility devices, such as scooters and wheelchairs); these may be further separated from adjacent traffic lanes with higher speeds or volumes as a buffered bike lane.² Pedestrian-centered improvements include sidewalk connectivity, crosswalks, signals, and wayfinding signs. Oftentimes, local Complete Streets policies include these types of bike- and pedestrian-supportive elements. This plan should be informed by the Safety Plan (B1), ensuring that the action plan prioritizes infrastructure and design measures identified in the safety plan.

The short-term action plan should also include an implementation approach, defining the funding plan and proposed timeline for implementation (five years or less).

Examples:

- San Rafael, 2018 Bicycle and Pedestrian Master Plan (includes implementation actions in Next Steps): <https://www.cityofsanrafael.org/bicycle-pedestrian-master-plan/>
- Oakland, 2019 Bike Plan (includes implementation actions in Next Steps): <https://www.oaklandca.gov/projects/lets-bike-oakland-oaklands-bike-plan>; 2017 Pedestrian Plan (includes implementation actions in Recommended Actions): <https://www.oaklandca.gov/resources/pedestrian-plan-update>
- Fremont, 2018 Bicycle Master Plan (includes implementation actions in Near-Term Implementation Plan): <https://fremont.gov/3151/Bicycle-Master-Plan>

² See Caltrans (July 2017) Guide to Bikeway Classification: http://www.dot.ca.gov/d4/bikeplan/docs/caltrans-d4-bike-plan_bikeway-classification-brochure_072517.pdf

- San Francisco, SFMTA 2013-2018 Bicycle Strategy: <https://www.sfmta.com/reports/sfmta-2013-2018-bicycle-strategy-0>
- Santa Monica, Bike Action Plan: <https://www.smgov.net/Departments/PCD/Plans/Bike-Action-Plan/>; Pedestrian Action Plan: <https://www.smgov.net/Departments/PCD/Plans/Pedestrian-Action-Plan/>

Option C: Another policy or plan documented by research to achieve significant VMT reduction

Action: Provide a detailed description of the policy or plan, which should include details of how it will be implemented and result in VMT reduction, along with the amount of expected VMT reduction.

The local jurisdiction can propose another policy or plan that will significantly reduce VMT in the PDA. The description should include the implementation approach or plan (e.g., timeline, funding plan) and should clearly explain how the policy or plan is appropriate for the PDA context; for example, typically planning for carshare will *not* be well-utilized in an area with high vehicle ownership and sufficient parking supply. The documentation should also include the expected amount of VMT reduction, with references to research relevant to the PDA context.

Letter-of-Interest: Priority Conservation Area

Use this form to express interest in: a) establishing a new PCA; or b) modifying the boundaries of an existing PCA.

Instructions: Complete this form and send it to pcas@bayareametro.gov along with a GIS shapefile of the PCA boundaries, and any additional attachments, by **September 16, 2019**. Forms may be signed by planning directors or city managers/administrators. Following review of this form by MTC/ABAG staff and additional discussion with applicants if needed, City Council or Board of Supervisors resolutions nominating new PCAs will be required by **January 16, 2020**.

For other forms, including Priority Development Area (PCAs) or Priority Production Area (PPAs) Letters of Interest, and for Letters of Confirmation for PDA Planning, Transit Service, and VMT-Reduction Policies, go here:

<https://www.planbayarea.org/priority>

1: APPLICATION TYPE

I want to: ☐ Propose a new PCA ☐ Modify an existing PCA

2: GENERAL PCA INFORMATION

City or County: _____ Date: _____

PCA Name: _____ Acres: _____

Staff Contact/Title: _____

Email: _____ Phone: _____

3: PCA DESIGNATION

Step One: Determine the designation for your PCA and its benefits by reviewing the [designations](#) and [required benefits](#).

Step Two: Check the appropriate box(es) below for the PCA Designation:

- ☐ Natural Landscapes ☐ Agricultural Lands ☐ Urban Greening
☐ Regional Recreation

Step Three: Check the appropriate boxes below for the PCA Benefits:

- ☐ Terrestrial EcoSystems ☐ Aquatic (Water) Ecosystems
☐ Water Supply and Water Quality ☐ Agricultural Resources and Economy
☐ Community Health ☐ Recreation ☐ Climate and Resilience ☐ Compact Growth

Name & Title:

Signature:

Date:

Letter-of-Interest: Priority Production Area

Use this form to express jurisdictional interest in establishing a Priority Production Area (PPA) through the PPA Pilot Program.

Instructions: Complete this form and send it to ppas@bayareametro.gov along with a GIS shapefile indicating the boundaries of the proposed PPA by **September 16, 2019**. Forms may be signed by planning directors or city managers/administrators. For PPAs proposed by multiple jurisdictions, please indicate in "City and County" the names of all jurisdictions that land in the proposed PPA would encompass. Please also provide a primary contact. Following review of this form by MTC/ABAG staff and additional discussion with applicants if needed, City Council or Board of Supervisors resolutions nominating the proposed PPA will be required by **January 15, 2020**.

For additional information, refer to the FAQ that follows this form, or contact ppas@bayareametro.gov

For other forms, including Priority Development Area (PCAs) or Priority Production Area (PPAs) Letters of Interest, and for Letters of Confirmation for PDA Planning, Transit Service, and VMT-Reduction Policies, go here:

<https://www.planbayarea.org/priority>

1: GENERAL PPA INFORMATION

City or County: _____ Date: _____
PPA Name: _____ Acres: _____
Staff Contact/Title: _____
Email: _____ Phone: _____

2: LOCATION

Step One: Locate the area you would like to designate a PPA on this [map](#)<Insert weblink>.

Step Two: Respond to the questions below by checking the appropriate box:

Is the proposed PPA:

Within an urbanized area?	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No
Beyond ½ mile of a regional rail station*?	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No
Outside of a PDA	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No
If inside a PDA, is this PDA proposed for re-designation to a PPA?	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No

*Heavy, commuter, or intercity rail, including Caltrain, SMART, ACE, and Amtrak/Capitol Corridor

3: PRIORITIZED FOR INDUSTRIAL USE

Is the PPA:

Zoned for industrial use? ☐ Yes ☐ No

A concentration or cluster of industrial uses or activities engaged in production, manufacturing, distribution, goods movement, or repair? ☐ Yes ☐ No

If the area includes a high concentration of industrial uses, describe the predominant industries:

Describe any industries or key employers at risk of displacement, or prioritized for retention:

Describe key industries envisioned for expansion in the PPA:

4: HOUSING ELEMENT

The jurisdiction has a certified* Housing Element: ☐ Yes ☐ No

If yes, year of most recent Housing Element:

In no, explain status of the Housing Element and anticipated certification:

5: OPTIONAL - REGIONAL SIGNIFICANCE

Please describe the role of the area in sustaining or expanding the Bay Area economy and creating middle-wage jobs, and/or improving jobs/housing balance:

6: OPTIONAL - PLANNING

Please describe any adopted, in-progress, or anticipated planning efforts to advance the PPA:

Name & Title:

Signature:

Date:

Priority Production Areas (PPAs): Frequently Asked Questions (FAQs)

WELCOME. IS YOUR JURISDICTION CONSIDERING SUBMITTING A LETTER OF INTEREST (LOI) FOR THE PRIORITY PRODUCTION AREA PILOT PROGRAM? LET US TELL YOU MORE.

THE PROGRAM IS INTENDED TO:

- Support strong clusters of the region's economy by enhancing and protecting selected industrial areas through supportive resources and implementation actions.
- Encourage middle-wage job growth close to affordable housing.
- Support networks of production, distribution and repair services, including advanced manufacturing.

ABAG/MTC'S PILOT PPA PROGRAM OFFERS THE FOLLOWING BENEFITS TO SELECTED SITES:

- Priority Production Areas will be identified in the region's long-range plan – Plan Bay Area 2050 – which may help to position these areas for future planning and investment.
- Based on the success of this initial pilot program, ABAG and MTC anticipate working to identify funding opportunities and/or technical assistance to support planning and infrastructure for PPAs.

WHAT DOES MY CITY/JURISDICTION NEED TO KNOW PRIOR TO APPLYING?

1. **Zoning & Land Use:** PPAs need to be zoned for industrial use or have a high concentration of industrial activities such as production, advanced manufacturing, distribution, or related activities.
2. **Location:** PPAs cannot be within ½ mile of a regional rail station or overlap with a PDA.
3. **Designation Flexibility:** Jurisdictions may redesignate as a PPA all or part of an existing PDA that is beyond ½ mile of a regional rail station.
4. **Housing:** The jurisdiction must have a certified housing element.

HOW DO I SUBMIT AN LOI?

- Fill out the form on the first page of this document
- Submit a shapefile for the site you have selected as a potential PPA
- Submit your application via email to ppas@bayareametro.gov and CC your ABAG/MTC county coordinator when you submit the application (county coordinators are listed at the end of this document)
- Submit any relevant planning documents associated with your PPA

WE ARE HERE TO HELP! EMAIL QUESTIONS TO PPAs@bayareametro.gov

Priority Production Areas (PPAs): Frequently Asked Questions (FAQs)

CAN MY CITY/JURISDICTION HAVE BOTH A PRIORITY DEVELOPMENT AREA (PDA) DESIGNATION AND A PPA DESIGNATION?

Yes, cities can have both PDA and PPA designations, so long as the two geographies do not overlap, and the PPA is not within ½ mile of a regional rail station.

For cities/jurisdictions with established PDAs, you can request a modification to your current PDA boundaries to avoid any potential overlap with a new proposed PPA that meets the regional rail criteria.

PPA OR PDA? HOW DO I MAKE THIS DECISION?

This decision may be best discussed with ABAG/MTC staff. A primary consideration in designating a PPA would be if the area is either a historic industrial area or if it is currently zoned industrial and the jurisdiction plans for the area to have primarily industrial rather than office or residential uses in the area. An area with strong transit connectivity and an existing or planned mix of uses may be better planned as a PDA.

WHAT IS A REGIONAL RAIL STATION?

BART, Caltrain, SMART, and Amtrak stations are all regional rail stations. Light rail stations such as MUNI and VTA rail stations are not considered regional rail stations. Sites along light rail and bus corridors may be eligible to be designated as PPAs. Please note that a ferry terminal is not considered a regional rail station.

CAN A PPA INCLUDE MULTIPLE JURISDICTIONS?

Multiple jurisdictions can submit an application for a PPA, provided that the PPA forms a single cluster, all local governments with land use authority are included, and the area meets all other program criteria. The area must be geographically contiguous.

WHAT IS A “CERTIFIED HOUSING ELEMENT”?

Certified housing refers to following the California Housing and Community Development Department’s requirements.

WOULD THE PPA REQUIRE A SPECIFIC PLAN?

Unlike the PDA Program, the PPA Pilot Program does not require a specific plan for the PPA.

WHAT HAPPENS IF A CITY SUBMITS AN LOI AND DECIDES NOT TO MOVE FORWARD IN THE DESIGNATION OF A PPA?

Should a PPA not be approved by a city council, the city may choose not to pursue a PPA designation after the LOI is submitted.

WHERE CAN I FIND PLAN BAY AREA 2050 INFORMATION ON PDAS, PCAS, AND PPAS?

[Plan Bay Area 2050: Regional Growth Framework Update](#) – Overview of Existing and Updated Geographies

[Regional Growth Framework Update: What’s Next for Local Jurisdictions](#)- Plan Bay Area 2050 Webinar

[Regional Growth Framework Webinar: Focus on Transit](#)- Plan Bay Area 2050 Webinar

WE ARE HERE TO HELP! EMAIL QUESTIONS TO PPAs@bayareametro.gov

Priority Production Areas (PPAs): Frequently Asked Questions (FAQs)

WHO DO I CONTACT IF I HAVE QUESTIONS?

Please contact PPAs@bayareametro.gov with questions about submitting an LOI for the Pilot PPA Program. You can also **contact the economic development staff** for questions on the PPA program or other economic development initiatives. Your **ABAG/MTC county coordinator** can answer questions on the growth framework and the range of PDA, PCA and PPA programs.

Economic development staff	Johnny Jaramillo	jjaramillo@bayareametro.gov
Economic development staff	Bobby Lu	blu@bayareametro.gov
County Coordinators		
Alameda and Contra Costa	Christy Leffall	cleffall@bayareametro.gov
Marin and Napa	Bobby Lu	blu@bayareametro.gov
San Francisco	Krute Singa	ksinga@bayareametro.gov
San Mateo	James Choe	jchoe@bayareametro.gov
Santa Clara	Pilar Lorenzana	plorenzana@bayareametro.gov
Solano and Sonoma	Ada Chan	achan@bayareametro.gov

WE ARE HERE TO HELP! EMAIL QUESTIONS TO PPAs@bayareametro.gov

**Plan Bay Area 2050: Regional Growth Framework Update -
Overview of Existing and Updated Geographies**

This attachment provides a summary of key changes to the Growth Framework, and an overview of the Geographies included in the current and updated Framework.

Table A1. Summary of Key Changes to Regional Growth Framework

Designation			
	Priority Development Areas	Priority Conservation Areas	Priority Production Areas
Key Changes	<ul style="list-style-type: none"> PDA Categories: Establishes Transit-rich and Connected Community categories (<i>see Table A2 for detailed criteria</i>), which apply to existing and new 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 are met VMT-Reduction: Areas outside HRAs meeting Connected Community transit criteria required to implement policy from menu of VMT-reduction measures 	No change (<i>see Table A2 for detailed criteria</i>)	New designation (<i>see Table A2 for detailed criteria</i>)

Table A2. Overview of Current and Updated 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)	<ul style="list-style-type: none"> 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)	<ul style="list-style-type: none"> 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 Fall into one or more PCA designation category: Natural Landscapes, Agricultural Lands, Urban Greening, and Regional Recreation 	Interactive map of current PCAs is available here .

New Designations (all require resolutions of support from jurisdiction with land use authority)	Transit-Rich PDA	<ul style="list-style-type: none"> • 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 plannedⁱ rail station, ferry terminal, or intersection of 2 or more bus routes with peak headways of 15 minutes or less. <i>(Meets state definition for Transit Priority Area)</i> 	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	<ul style="list-style-type: none"> • 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 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: <ul style="list-style-type: none"> ○ 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 traveled (VMT) 	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)	<ul style="list-style-type: none"> • 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 stationⁱⁱ, 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.

How to use this table:

- (1) Look under the "Jurisdiction" column to find your city or county.
 (2) Identify the action(s), if any, needed for each of your PDAs in the "Summer 2019 Action" column.
 (3) If action is needed, download the appropriate form here: <https://www.planbayarea.org/priority>.
 (4) If any information in this table is incorrect, contact pdas@bayareametro.gov.

LOC-Plan = Letter of
Confirmation to adopt PDA
Plan, EIR, and Zoning

LOC-VMT Reduction = Letter
of Confirmation to adopt
VMT-Reduction policies

LOC-Transit = Letter of
Confirmation to meet transit
criteria (to be completed by CTAs)

CTA = County
Transportation
Agency

County	Jurisdiction	PDA Name	Updated PDA Designation	<u>Summer 2019 Action</u>	<u>LOC From:</u>
ALAMEDA					
Alameda	Alameda	Naval Air Station	Transit-Rich	None	n/a
Alameda	Alameda	Northern Waterfront	Connected Community	LOC - VMT Reduction	City
Alameda	Alameda County	Castro Valley BART	Transit-Rich	None	n/a
Alameda	Alameda County	East 14th Street and Mission Boulevard	Transit-Rich	None	n/a
Alameda	Alameda County	Hesperian Boulevard	Connected Community	LOC - VMT Reduction	County
Alameda	Alameda County	Meekland Avenue Corridor	tbd (action required)	LOC - Plan/Transit	County/CTA
Alameda	Albany	San Pablo & Solano Mixed Use Neighborhood	Transit-Rich	LOC - Plan	City
Alameda	Berkeley	Adeline Street	Transit-Rich	None	n/a
Alameda	Berkeley	Downtown	Transit-Rich	None	n/a
Alameda	Berkeley	San Pablo Avenue	Transit-Rich	LOC - Plan	City
Alameda	Berkeley	South Shattuck	Transit-Rich	None	n/a
Alameda	Berkeley	Southside/Telegraph Avenue	Transit-Rich	None	n/a
Alameda	Berkeley	University Avenue	Transit-Rich	None	n/a
Alameda	Dublin	Downtown Specific Plan Area	Transit-Rich	None	n/a
Alameda	Dublin	Town Center3	Transit-Rich	None	n/a
Alameda	Dublin	Transit Center/Dublin Crossings	Transit-Rich	None	n/a
Alameda	Emeryville	Mixed-Use Core	Transit-Rich	None	n/a
Alameda	Fremont	Centerville	Connected Community (High Resource Area)	None	n/a
Alameda	Fremont	City Center	Connected Community (High Resource Area)	None	n/a
Alameda	Fremont	Irvington District	Connected Community (High Resource Area)	None	n/a

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LOC-Plan = Letter of Confirmation to adopt PDA Plan, EIR, and Zoning

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LOC-Transit = Letter of Confirmation to meet transit criteria (to be completed by CTAs)

CTA = County Transportation Agency

County	Jurisdiction	PDA Name	Updated PDA Designation	<u>Summer 2019 Action</u>	<u>LOC From:</u>
Contra Costa	Oakley	Downtown	tbd (action required)	LOC-Transit	CTA
Contra Costa	Oakley	Employment Area	tbd (action required)	LOC-Transit	CTA
Contra Costa	Oakley	Potential Planning Area	tbd (action required)	LOC - Plan/Transit	City/CTA
Contra Costa	Orinda	Downtown	Transit-Rich	None	n/a
Contra Costa	Pinole	Appian Way Corridor	tbd (action required)	LOC-Transit	CTA
Contra Costa	Pinole	Old Town San Pablo Avenue	tbd (action required)	LOC-Transit	CTA
Contra Costa	Pittsburg	Downtown	Connected Community	LOC - VMT Reduction	City
Contra Costa	Pittsburg	Railroad Avenue eBART Station	Connected Community	LOC - VMT Reduction	City
Contra Costa	Pleasant Hill	Buskirk Avenue Corridor	tbd (action required)	LOC-Transit	CTA
Contra Costa	Pleasant Hill	Diablo Valley College	Connected Community	LOC - Plan/VMT-Reduction	City
Contra Costa	Richmond	Central Richmond & 23rd Street Corridor (area 1)	Connected Community	LOC - Plan/VMT-Reduction	City
Contra Costa	Richmond	Central Richmond & 23rd Street Corridor (area 2)	Transit-Rich	None	n/a
Contra Costa	Richmond	South Richmond	Connected Community	LOC - VMT Reduction	City
Contra Costa	Richmond	West Contra Costa Transportation Advisory Committee San Pablo Avenue Corridor	tbd (action required)	LOC - Plan/Transit	City/CTA
Contra Costa	Richmond (w/ CCC.)	North Richmond	tbd (action required)	LOC-Transit	CTA
Contra Costa	San Pablo	Rumrill Boulevard	Connected Community	LOC - Plan/VMT-Reduction	City
Contra Costa	San Pablo	San Pablo Avenue & 23rd Street Corridors	Transit-Rich	None	n/a
Contra Costa	San Ramon	City Center	Connected Community (High Resource Area)	None	n/a
Contra Costa	San Ramon	North Camino Ramon	Connected Community (High Resource Area)	None	n/a
Contra Costa	Walnut Creek	Core Area	Connected Community (High Resource Area)	None	n/a
M A R I N					
Marin	Marin County	Unincorporated Marin County	tbd (action required)	LOC - Plan/Transit	County/CTA
Marin	San Rafael	Downtown	Transit-Rich	None	n/a
N A P A					

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County	Jurisdiction	PDA Name	Updated PDA Designation	<u>Summer 2019 Action</u>	LOC From:
Napa	American Canyon	Highway 29 Corridor	tbd (action required)	LOC-Transit	CTA
Napa	Napa	Downtown Napa and Soscol Gateway Corridor	Connected Community	LOC - VMT Reduction	City
SAN FRANCISCO					
San Francisco	San Francisco	19th Avenue	Transit-Rich	None	n/a
San Francisco	San Francisco	Balboa Park	Transit-Rich	None	n/a
San Francisco	San Francisco	Bayview/Hunters Point Shipyard/Candlestick Point	Transit-Rich	None	n/a
San Francisco	San Francisco	Downtown-Van Ness-Geary	Transit-Rich	None	n/a
San Francisco	San Francisco	Eastern Neighborhoods	Transit-Rich	None	n/a
San Francisco	San Francisco	Market-Octavia/Upper Market	Transit-Rich	None	n/a
San Francisco	San Francisco	Mission Bay	Transit-Rich	None	n/a
San Francisco	San Francisco	Mission-San Jose Corridor	Transit-Rich	None	n/a
San Francisco	San Francisco	Port of San Francisco	Transit-Rich	None	n/a
San Francisco	San Francisco	Transit Center District	Transit-Rich	None	n/a
San Francisco	San Francisco	Treasure Island & Yerba Buena Island	Transit-Rich	None	n/a
San Francisco	San Francisco & Brisbane	San Francisco/San Mateo Bi-County Area	Transit-Rich	None	n/a
SAN MATEO					
San Mateo	Belmont	Villages of Belmont	Transit-Rich	None	n/a
San Mateo	Burlingame	Burlingame El Camino Real	Transit-Rich	None	n/a
San Mateo	Colma	El Camino Real	Transit-Rich	LOC - Plan	City
San Mateo	Daly City	Bayshore	Transit-Rich	LOC - Plan	City
San Mateo	Daly City	Mission Boulevard	Transit-Rich	None	n/a
San Mateo	East Palo Alto	Ravenswood	Connected Community	LOC - VMT Reduction	City
San Mateo	Menlo Park	El Camino Real Corridor and Downtown	Transit-Rich	None	n/a
San Mateo	Millbrae	Transit Station Area	Transit-Rich	None	n/a