Plan Bay Area 2050+ Draft Blueprint Growth Geographies

Attachment C

What are Growth Geographies?

Growth Geographies are geographic areas used in Plan Bay Area 2050+ strategies to guide where future growth in housing and jobs would be focused. Shown on the map on page 2 of this attachment, these geographies are identified either by local jurisdictions or because of their proximity to transit or access to opportunity. Although future development is not solely limited to Growth Geographies, these places are likely to accommodate the bulk of new homes and jobs in Plan Bay Area 2050+, similar to Plan Bay Area 2050. The four types of Growth Geographies are:

Priority Development Areas — Places nominated by local governments served by transit and planned for new homes and jobs at densities necessary to support effective transit service. All Priority Development Areas are supported by a resolution by the local government and approved by the ABAG Executive Board. (See ABAG Resolution 02-2019 for detailed criteria).

Contra Costa Centre Priority Development Area

Priority Production Areas — Industrial areas of importance to the regional economy and local communities that support middle-wage jobs. Like Priority Development Areas, Priority Production Areas are backed by a local government resolution and approved by the ABAG Executive Board. Industries in Priority Production Areas typically require larger sites than those in Priority Development Areas with different transportation needs. (See ABAG Resolution 02-2019 for detailed criteria)

Benicia Northern Gateway Priority Production Area
Photo Credits: Karl Nielsen

Transit-Rich Areas — Places near rail, ferry or frequent bus service that were not already identified as Priority Development Areas. Across the region, this includes all areas outside Priority Development Areas subject to the Transit-Oriented Communities Policy. In jurisdictions where local governments have nominated Priority Development Areas on less than 50% of the land eligible for nomination, this also includes areas within 1/2 mile of a bus stop with peak service frequency of 15 minutes or less as defined during the Plan Bay Area 2050 process.

High-Resource Areas — State-identified places with well-resourced schools and access to jobs and open space. This designation only includes places that meet a baseline transit service threshold of bus service with peak headways of 30 minutes or better as defined during the Plan Bay Area 2050 process.

Areas excluded from Growth Geographies — Places that would otherwise be growth geographies are excluded if within a "Very High" Fire Hazard Severity Zone mapped by the California Department of Forestry and Fire Protection (CAL FIRE), subject to sea level rise that is not mitigated by Plan Bay Area 2050+ Strategy EN1, outside locally-adopted urban growth boundaries, or in a protected open space, including parkland.

What's changed since Plan Bay Area 2050?

The Plan Bay Area 2050+ Growth Geographies are similar to Plan Bay Area 2050 Growth Geographies, with minor refinements to add five new Priority Development Areas and boundary changes to 16 Priority Development Areas approved by ABAG. They also reflect up-to-date information on transit service, natural hazards, and demographics. Areas subject to MTC's Transit-Oriented Communities Policy are shown as Transit-Rich Areas if not already within a Priority Development Area.

Plan Bay Area 2050+
Draft Blueprint Growth Geographies

Legend:

- ▮ Priority Development Area*
- ▮ Priority Production Area
- ▮ Transit-Rich and High-Resource Area
- ▮ Transit-Rich Area
- ▮ High-Resource Area with Basic Bus Service**

- ▨ Existing Transit-Oriented Communities Policy Areas
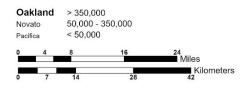- • Regional Rail Station (Existing)***
- ◦ Regional Rail Station (Future, Fully Funded)
- — Regional Rail (Existing)
- --- Regional Rail (Future, Fully Funded)
- ✈ Major Airport
- ⚓ Major Port

* Priority Development Areas are locally designated geographies that meet transportation and planning criteria adopted under ABAG Resolutions No. 02-19 and 10-23.
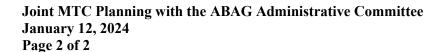 ** Peak headways of 16 to 30 minutes {September 2023}.
  *** Includes intercity rail, commuter rail, and heavy rail systems with peak headway of one hour or less.

Areas shown guide Plan Bay Area 2050+'s development pattern, though they do not supersede local government land use authority.

Transit-Rich Areas and High-Resource Areas that overlap with the following zones are not identified as Growth Geographies: Very High Fire Hazard Severity Zones; areas of unmitigated sea level rise; areas outside locally-adopted urban growth boundaries; and parks and open spaces within urbanized areas. To complement adopted PDAs, High-Resource and Transit-Rich Areas are shown in jurisdictions that have nominated a total land area for PDAs that is less than 50% of the area within its boundaries eligible for PDA designation. Areas subject to the Transit Oriented Communities Policy are shown as Transit-Rich Areas in all jurisdictions if not already included in a PDA.

Oakland	> 350,000
Novato	50,000 - 350,000
Pacifica	< 50,000

0 4 8 16 24 Miles
0 7 14 28 42 Kilometers

Source: MTC/ABAG (2023)
Map Author: Mark Shorett (December 2023)