

M E M O

To: ABAG Executive Board
From: Ezra Rapport, ABAG Executive Director
Date: July 10, 2012
Subject: Investment Area and Priority Development Area Designations

Introduction

This staff report discusses and requests action on two items related to the Sustainable Communities Strategy (SCS) and regional planning program:

- **Rural Community Investment Areas and Employment Investment Areas** (Attachment A)—Proposed land use designations reflecting the unique role of rural communities and employment centers in supporting SCS implementation. These areas replace the previously proposed Rural and Employment Priority Development Area (PDA) place types. Investment Areas would be adopted as part of the Sustainable Communities Strategy with a different set of funding and technical assistance opportunities than Priority Development Areas.
- **Downtown Napa/Soscol Corridor PDA** (Attachment B)—Priority Development Area proposed by the City of Napa to support existing plans, expand housing choices, enhance access, and improve infrastructure in the City’s core. This replaces the City’s previously proposed application for Rural Town Center and Rural Corridor Priority Development Areas. The City proposes that Downtown/Soscol Corridor PDA be designated a Transit Neighborhood place type.

Recommended Action

Staff recommends that the Executive Board take the following actions:

- Adopt Rural Community Investment Areas and Employment Investment Areas as part of the Sustainable Communities Strategy, including designation of the proposed investment areas included in Attachment A, by approving ABAG Resolution No. 11-12 (Attachment C).
 - Adopt the Downtown Napa/Soscol Corridor as a Priority Development Area with the Transit Neighborhood place type designation.
-

Investment Area and Priority Development Area Designations

Attachment A: Rural Community and Employment Investment Areas Background

Summary

This attachment provides background information supporting staff's recommendation that the Executive Board adopt the Rural Community Investment Areas and Employment Investment Areas as part of the Sustainable Communities Strategy (SCS). A set of guidelines that follow this memo provide greater detail about the purpose of Investment Areas and characteristics of the individual areas proposed for adoption. Full applications for Investment Areas will be available electronically in the FOCUS section of the ABAG website and at the ABAG offices.

1. Process

The process by which Investment Areas were developed is summarized below:

- At its March 7, 2012 meeting, the ABAG Regional Planning Committee (RPC) deferred action on three proposed Priority Development Area (PDA) place types—Rural Town Centers, Rural Corridors, and Employment Centers—until its June 6, 2012 meeting. The Committee requested further study and clarification of these types.
- At its March 15, 2012 meeting, the Executive Board deferred action on rural and employment place types except for approving Downtown Dixon (previously proposed as a Rural Town Center) and Benicia Northern Gateway (previously proposed as an Employment Center) as PDAs. The Board requested that the rural and employment typologies be further refined as designations outside of the PDA planning framework.
- ABAG staff conducted additional analysis of the rural and employment place types to ensure that they contribute to the overall objectives of the adopted Jobs-Housing Connection Strategy and support development in the region's adopted PDAs. Following review of comments from RPC and Executive Board members and consultation with jurisdictions and stakeholders, staff developed two Investment Areas—Rural Community Investment Areas and Employment Investment Areas—to replace Rural Town Center, Rural Corridors and Employment Center PDAs, and to better align with the Jobs-Housing Connection Scenario.
- At its June 6, 2012 meeting, the RPC recommended that the Executive Board adopt Rural Community Investment Areas and Employment Investment Areas as part of the SCS

outside of the PDA planning framework. The RPC also recommended that the Executive Board adopt Benicia Northern Gateway as an Employment Investment Area.

- Following this meeting, ABAG staff worked with cities to identify any required adjustments to achieve consistency with the Investment Area criteria adopted by the RPC. The Counties of Sonoma and San Mateo adjusted the boundaries of their proposed Rural Community Investment Areas to achieve consistency with criteria. San Mateo divided its proposed MidCoast Investment Area into five areas to meet the criteria, while Sonoma adjusted the boundaries of its previously proposed Investment Areas.

2. Investment Areas Overview

Employment Investment Areas and Rural Community Investment Areas will reinforce the existing PDA planning framework and play a unique and important role in implementing the Jobs-Housing Connection Strategy:

- **Rural Community Investment Areas** are centers and corridors of economic and community activity surrounded by agricultural, resource, or protected conservation lands
- **Employment Investment Areas** are significant centers of economic activity that can be enhanced by local serving retail, “last mile” transportation solutions, and focused growth around transit station areas

Both of the investment areas were conceived in consultation with local jurisdictions as opportunities to address the specific needs of different parts of the region while supporting a larger regional growth pattern that helps meet our GHG reduction targets and achieve environmental, economic, and equity goals. In Sonoma County, for example, Rural Community Investment Areas provide an opportunity to focus the limited growth anticipated in rural parts of the county in walkable places within the urban footprint and to reduce development pressure on the agricultural and conservation lands critical to the economic well-being of these communities and the food supply of the region. In Santa Clara County, investments in Employment areas can improve affordable transit and pedestrian access to places that provide a wealth of job opportunities but are currently poorly linked to communities with limited affordable transportation options. Detailed information about each of the Investment Types is provided in the next part of this attachment.

The county PDA growth strategies that will be completed during the next year will help ensure that both Rural and Employment Investment Areas play an appropriate role in supporting a sustainable growth pattern and strengthening PDAs.

3. Investment Areas Funding Opportunities

Funding for the Investment Areas is currently under consideration.

Rural Community Investment Areas Description, Criteria and Location Data

Description

Rural Community Investment Areas are centers and corridors of economic and community activity surrounded by agricultural, resource, or protected conservation lands. These districts present an opportunity to preserve a rural character and scale while integrating a range of housing types, local retail, and cultural and civic activities. In some cases, these elements are already in place, while in others additional planning and investment can help create a more complete community. In addition to a diversity of land uses and an inviting public realm, strong pedestrian and bicycle connectivity between the area and surrounding neighborhoods are key components of Rural Community Investment Areas.

Role in Regional Growth Strategy

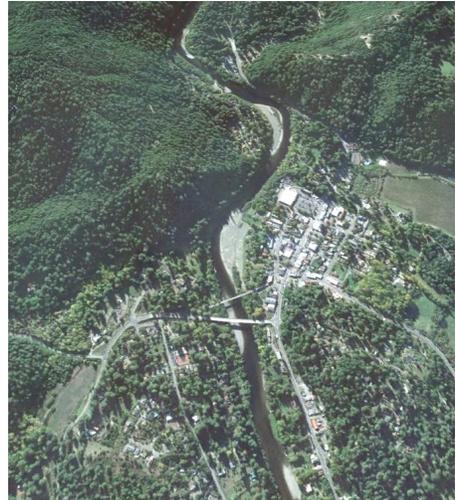
Rural Community Investment Areas join Priority Development Areas (PDAs), Priority Conservation Areas (PCAs), and Employment Investment Areas (pending adoption) as central components of the Jobs-Housing Connection growth strategy and other regional efforts to integrate transportation investments with land use planning. Rural Community Investment Areas differ from PDAs in that they are not intended to draw significant amounts of new jobs and housing, but are critical to maintaining the Bay Area's rural areas and reducing vehicle miles travelled (VMT) in these communities. These areas complement PCAs by accommodating much of the (limited) new economic activity and development anticipated in rural areas, reducing development pressure on the greenbelt.

Criteria for Eligibility

- **Location:**
 - Focal point of a distinct community's social, economic, and civic activity; not contiguous with other urban communities
 - Within an established urban growth boundary or comparable policy protected area (e.g. urban service boundary)
 - Within existing urban footprint (excludes non-urbanized land that is not policy protected)
- **Size:**
 - 20-160 gross acres
- **Land Use Mix** (existing or planned):
 - *Commercial:* local-serving retail; cultural and entertainment activities
 - *Civic:* health and social services; plazas and parks; community centers; schools
 - *Residential:* small lot single-family; townhomes; low-rise multi-family, including some ground floor retail



- **Supportive Local Planning** (existing or planned):
 - Zoning supporting a local-serving commercial and civic/institutional land use mix and a variety of housing options, including senior and affordable housing
 - Identified connectivity improvements, such as pedestrian and bicycle improvements and increased transit service
 - Complete streets ordinance



Funding Opportunities

Funding for projects and technical support in Investment Areas is under consideration. Projects supported by any future funding should improve the pedestrian environment, enhance access for bicyclists and transit riders, and provide innovative ways to reduce VMT. The scale and cost of these projects would be consistent with the existing character and planned densities of the rural communities in which investment areas are located.

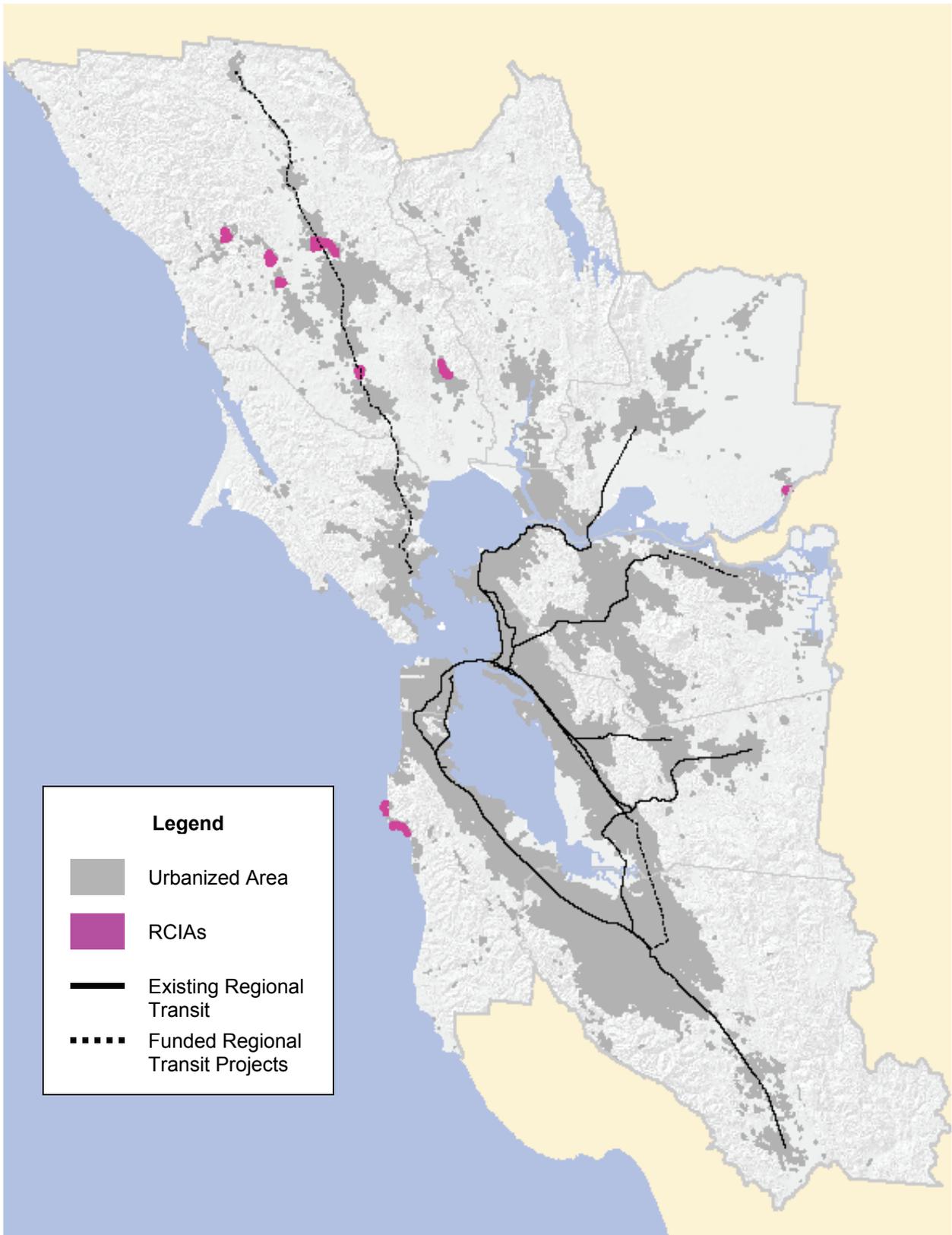


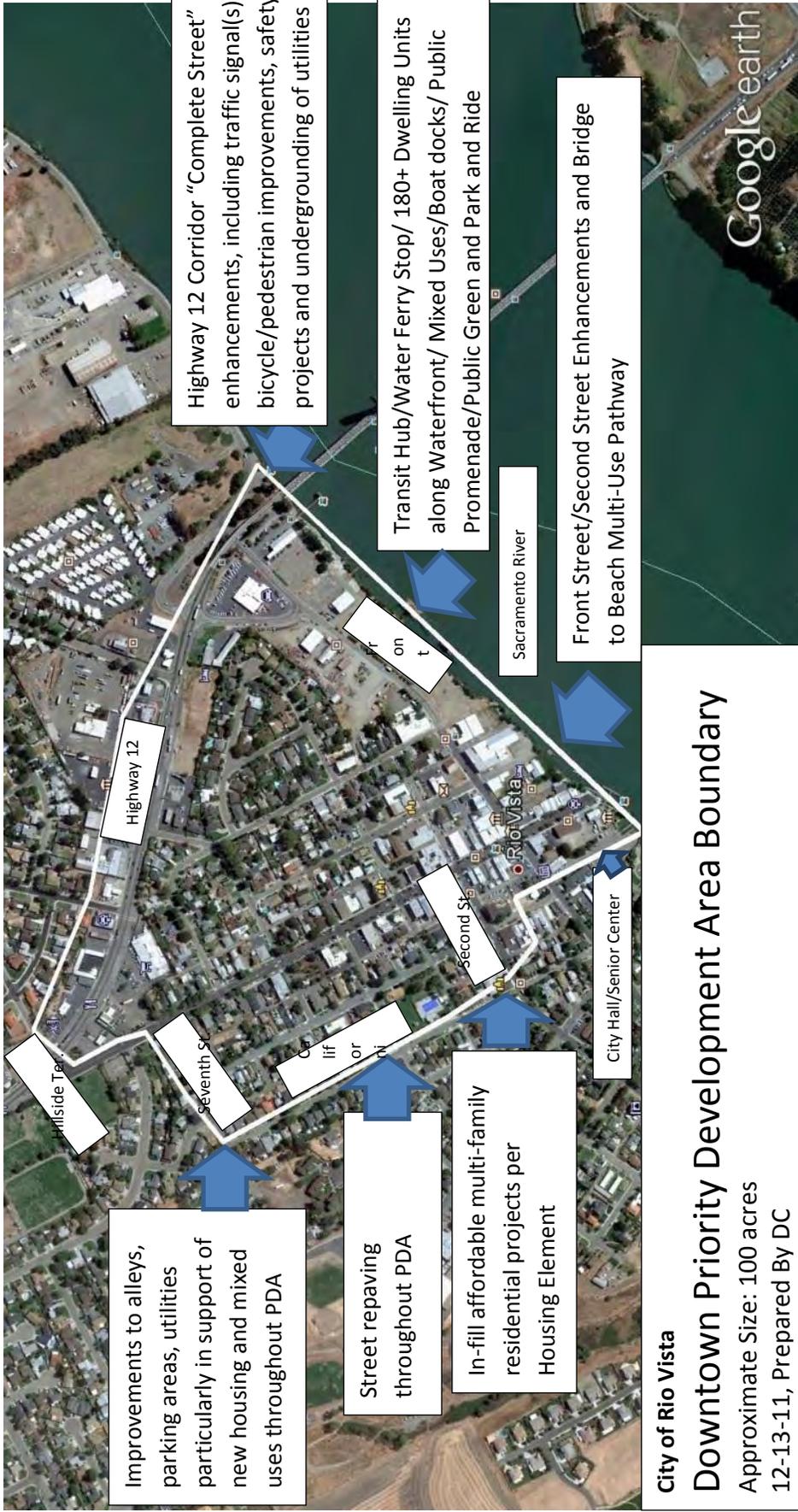
Table 1. Rural Community Investment Areas for Adoption

County	Investment Area	Applicant Jurisdiction	Acres
Solano	Rio Vista	City of Rio Vista	100
Sonoma	Forestville	Sonoma County	160
	Graton		154
	Guerneville		149
	Larkfield		159
	Penngrove		151
	The Springs		159
San Mateo	El Granada	San Mateo County	45
	Mirimar		5
	Montara North		33
	Moss Beach		6
	Princeton		97

A regional map of Rural Community Investment Areas is presented on the next page, followed by maps of each Investment Area.

Rural Community Investment Areas





Improvements to alleys, parking areas, utilities particularly in support of new housing and mixed uses throughout PDA

Street repaving throughout PDA

In-fill affordable multi-family residential projects per Housing Element

City of Rio Vista

Downtown Priority Development Area Boundary

Approximate Size: 100 acres
12-13-11, Prepared By DC

Highway 12 Corridor "Complete Street" enhancements, including traffic signal(s), bicycle/pedestrian improvements, safety projects and undergrounding of utilities

Transit Hub/Water Ferry Stop/ 180+ Dwelling Units along Waterfront/ Mixed Uses/Boat docks/ Public Promenade/Public Green and Park and Ride

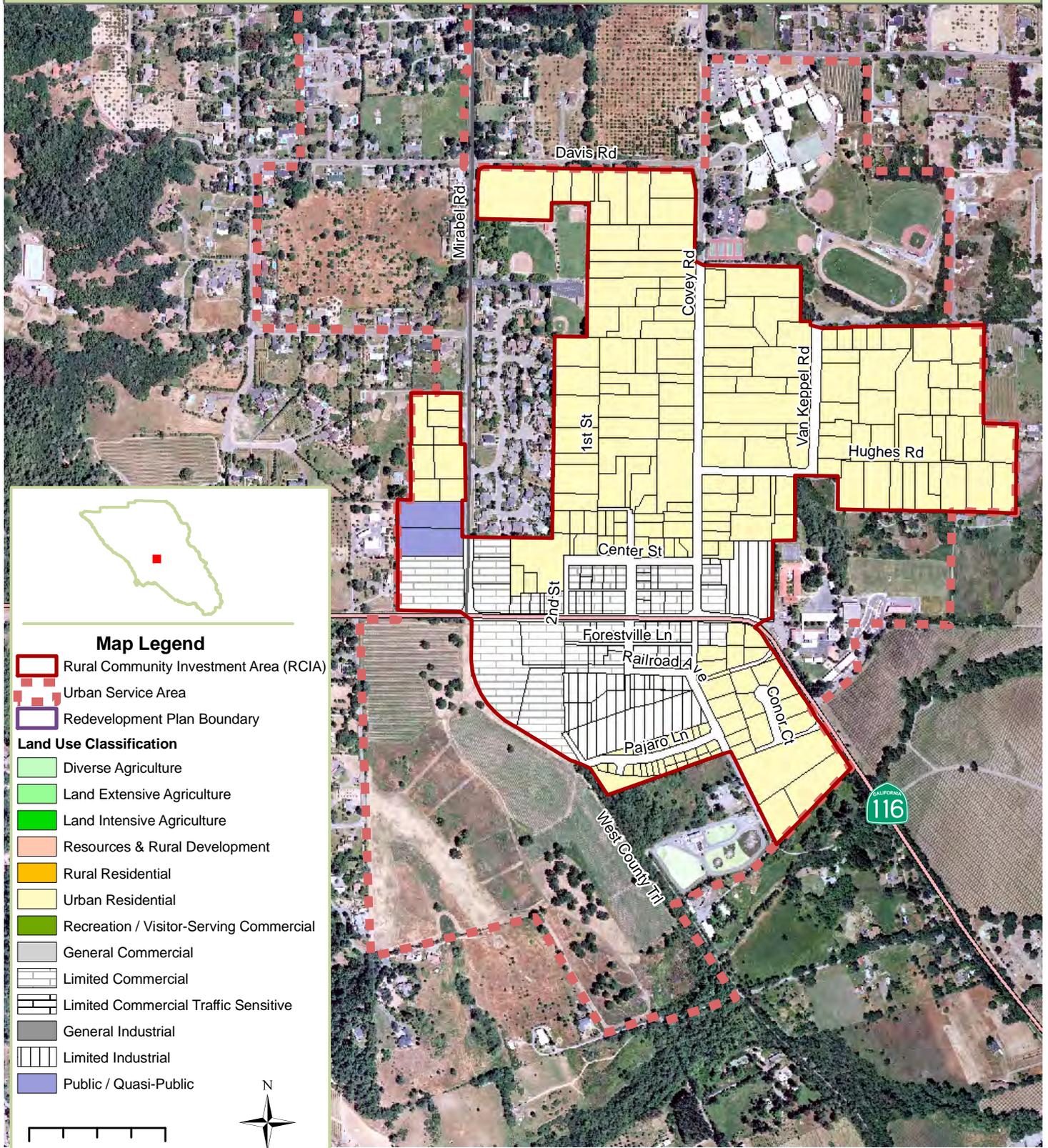
Sacramento River

Front Street/Second Street Enhancements and Bridge to Beach Multi-Use Pathway



SONOMA COUNTY

ABAG APPLICATION FOR RURAL COMMUNITY INVESTMENT AREA



Map Legend

- Rural Community Investment Area (RCIA)
- Urban Service Area
- Redevelopment Plan Boundary
- Land Use Classification**
- Diverse Agriculture
- Land Extensive Agriculture
- Land Intensive Agriculture
- Resources & Rural Development
- Rural Residential
- Urban Residential
- Recreation / Visitor-Serving Commercial
- General Commercial
- Limited Commercial
- Limited Commercial Traffic Sensitive
- General Industrial
- Limited Industrial
- Public / Quasi-Public

0 400 800 Feet



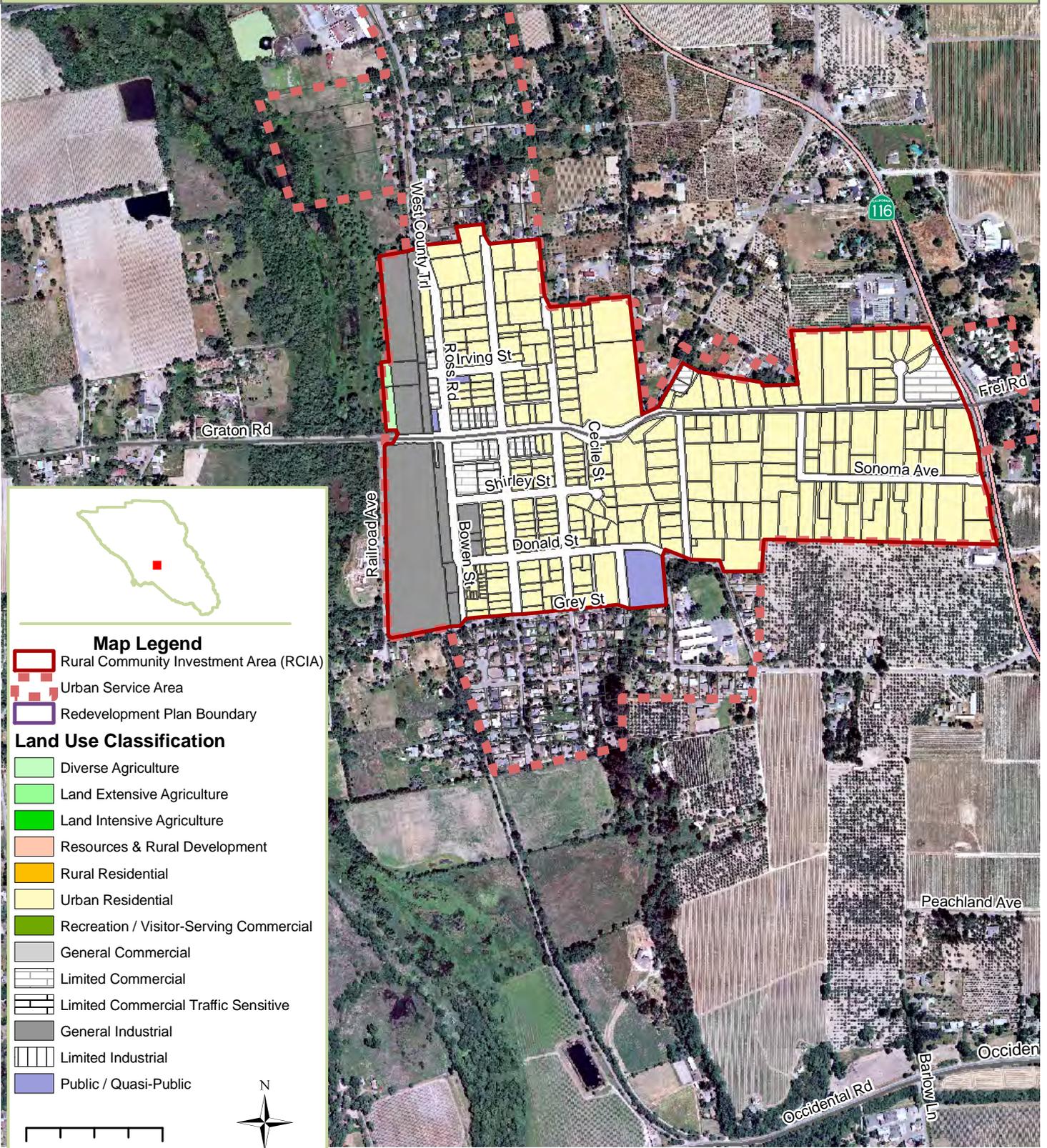
FORESTVILLE LAND USE

JUNE 2012



SONOMA COUNTY

ABAG APPLICATION FOR RURAL COMMUNITY INVESTMENT AREA



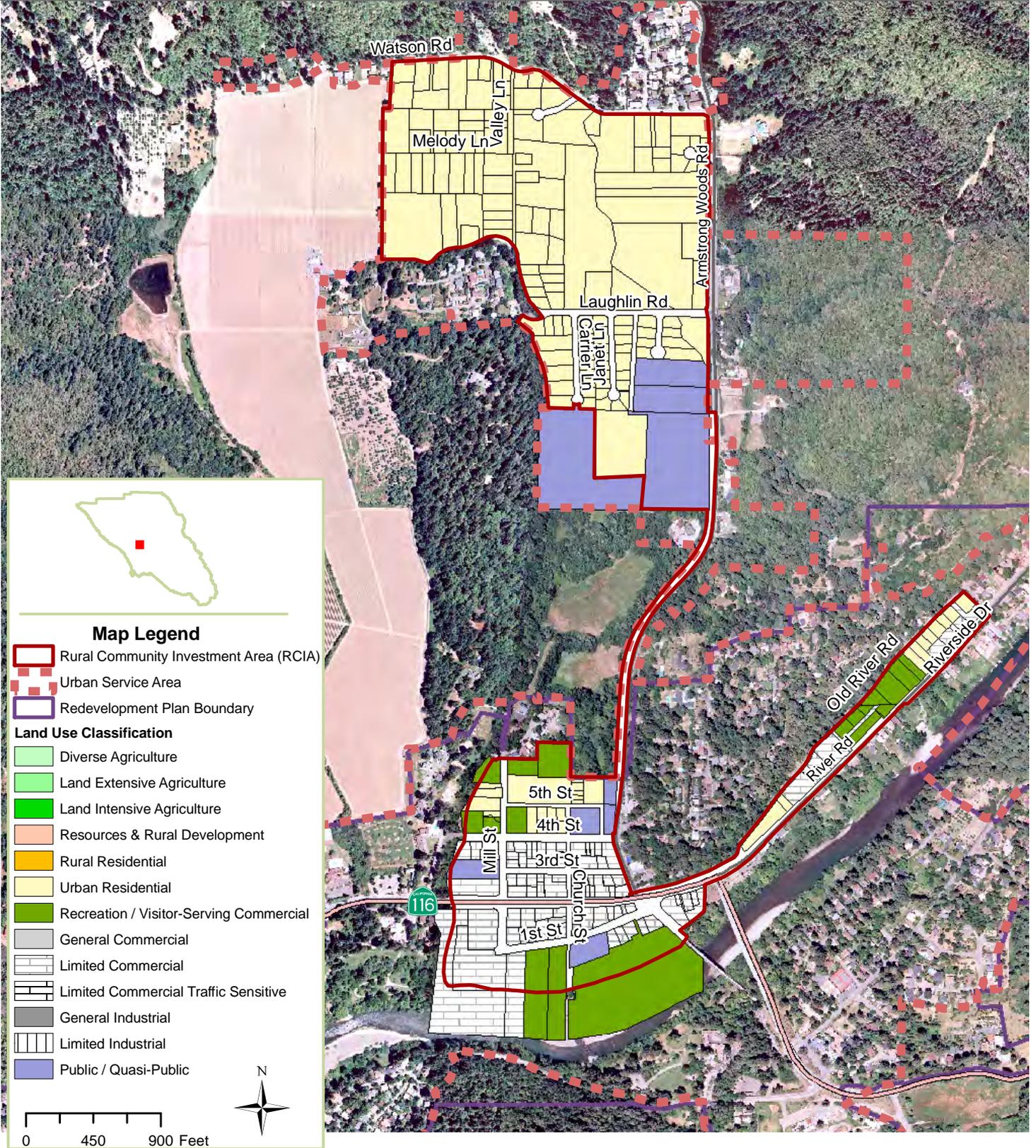
GRATON LAND USE

JUNE 2012



SONOMA COUNTY

ABAG APPLICATION FOR RURAL COMMUNITY INVESTMENT AREA



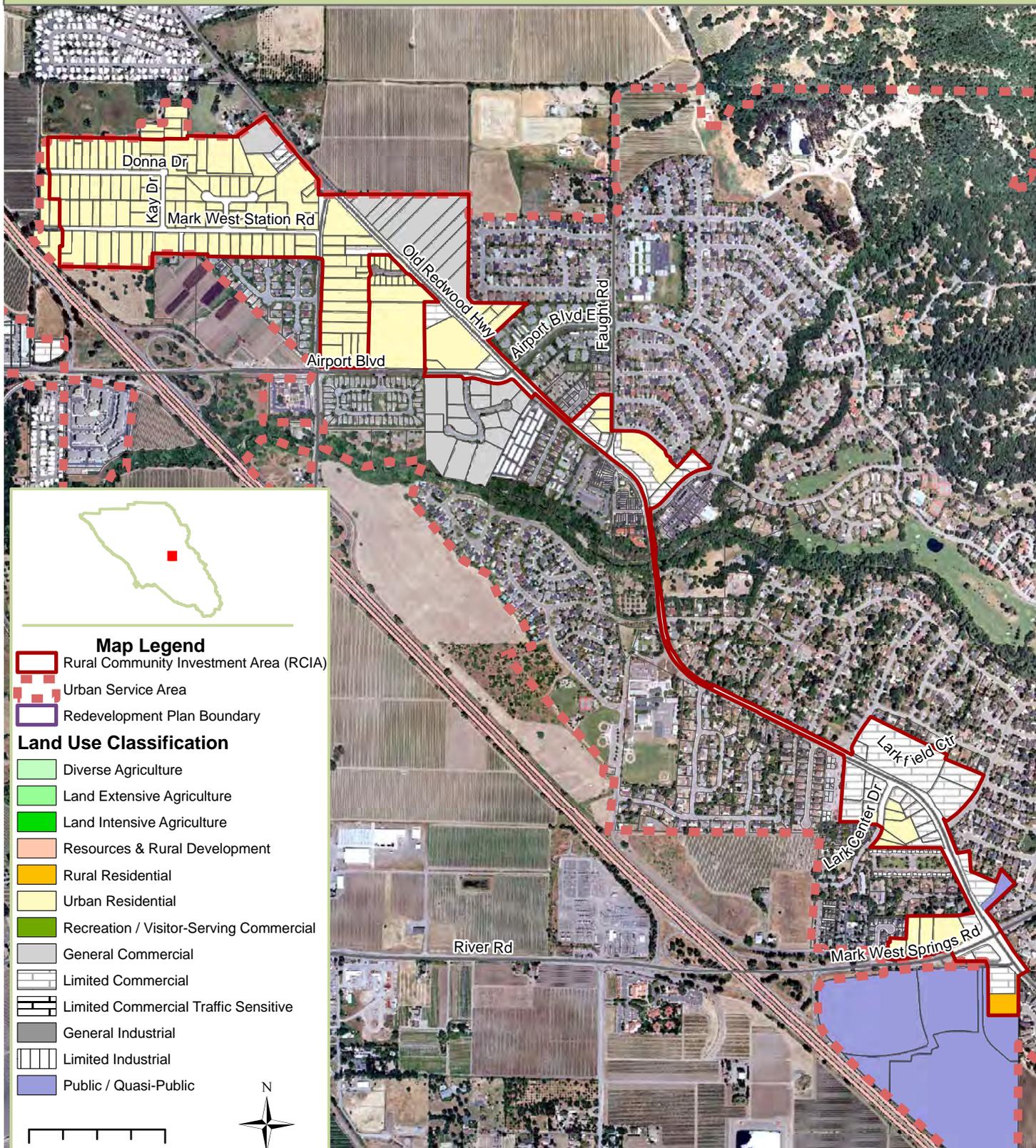
GUERNEVILLE LAND USE

JUNE 2012



SONOMA COUNTY

ABAG APPLICATION FOR RURAL COMMUNITY INVESTMENT AREA



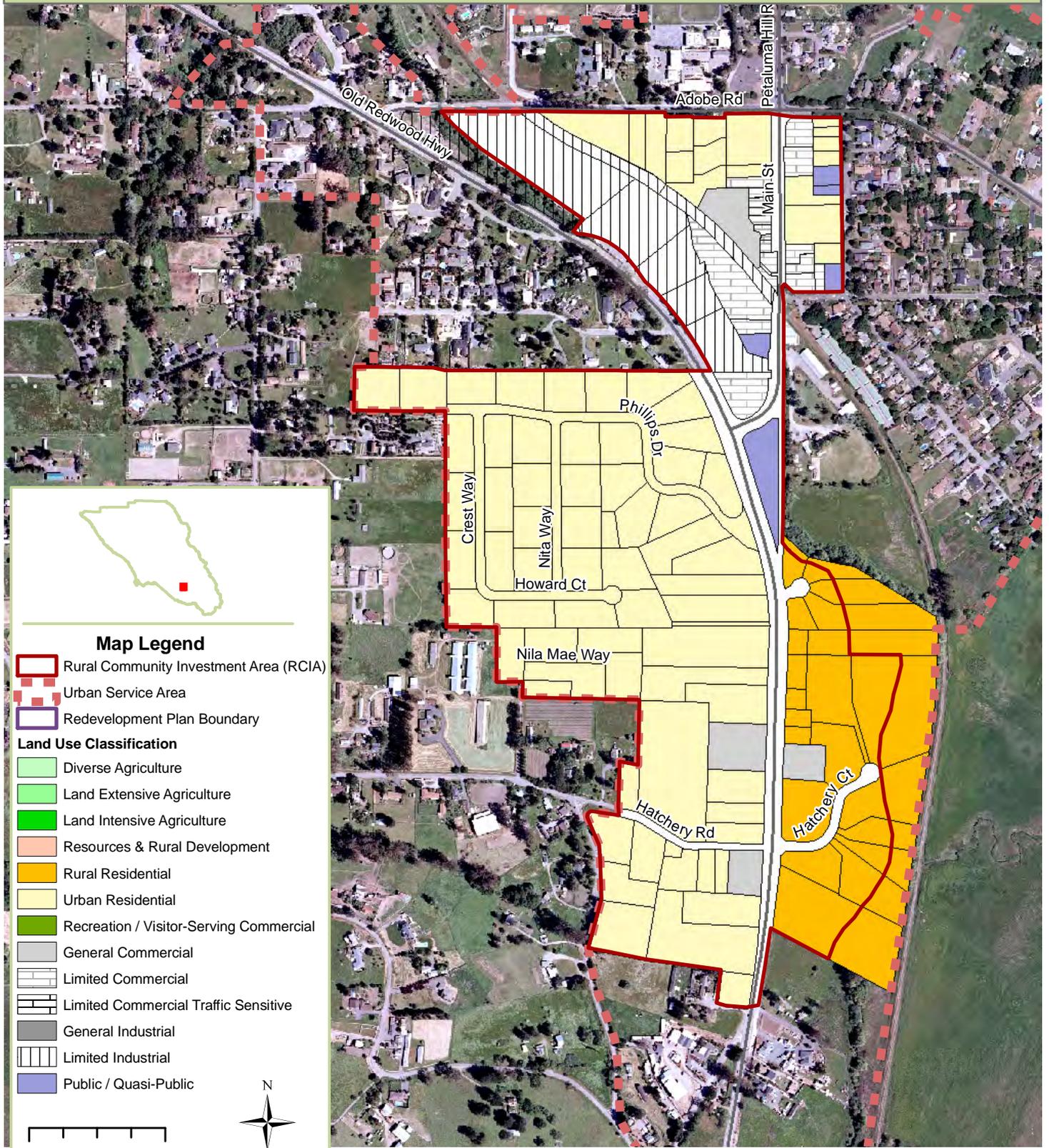
LARKFIELD LAND USE

JUNE 2012



SONOMA COUNTY

ABAG APPLICATION FOR RURAL COMMUNITY INVESTMENT AREA



Map Legend

- Rural Community Investment Area (RCIA)
- Urban Service Area
- Redevelopment Plan Boundary
- Land Use Classification**
- Diverse Agriculture
- Land Extensive Agriculture
- Land Intensive Agriculture
- Resources & Rural Development
- Rural Residential
- Urban Residential
- Recreation / Visitor-Serving Commercial
- General Commercial
- Limited Commercial
- Limited Commercial Traffic Sensitive
- General Industrial
- Limited Industrial
- Public / Quasi-Public

0 350 700 Feet



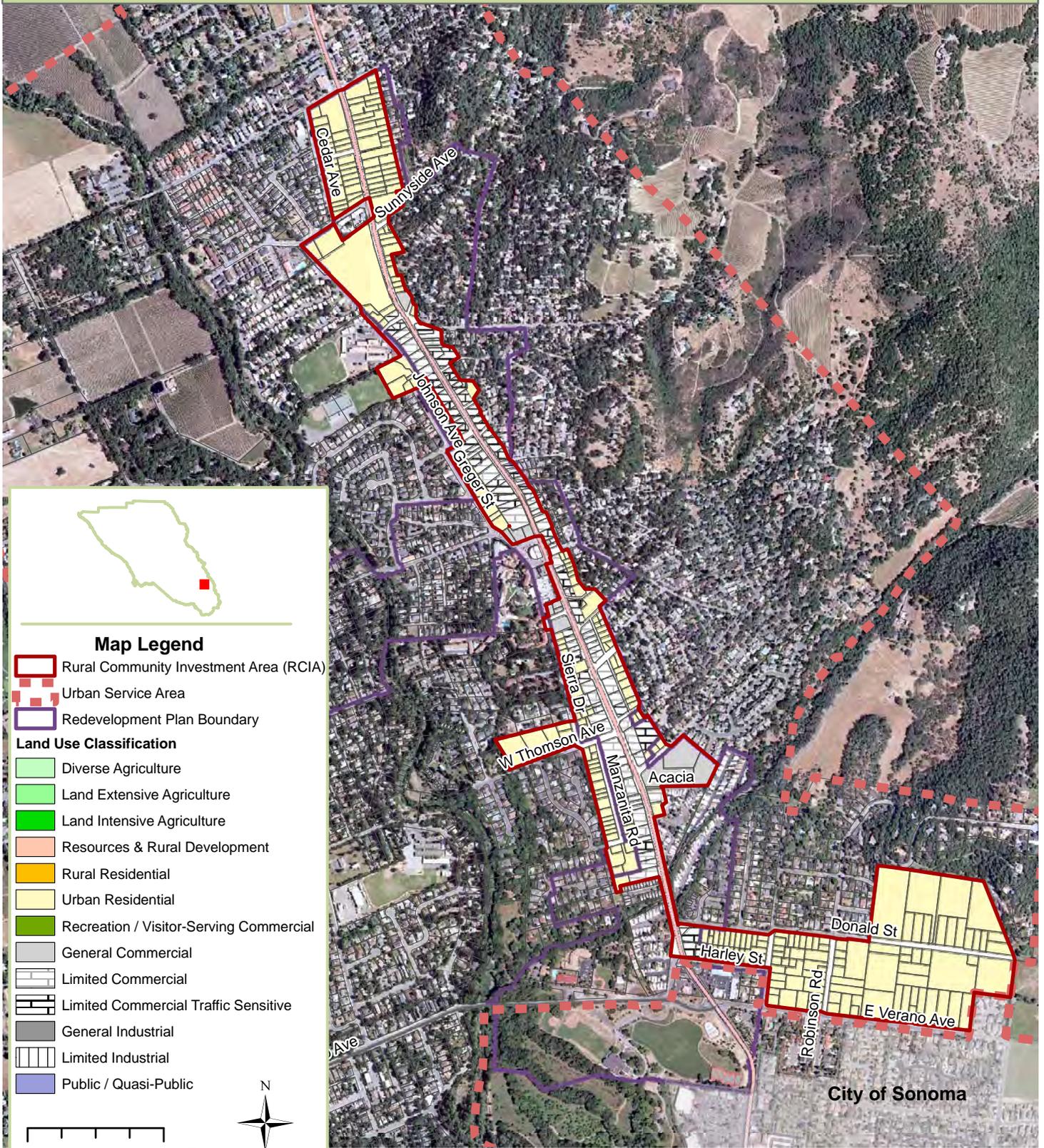
PENNGROVE LAND USE

JUNE 2012



SONOMA COUNTY

ABAG APPLICATION FOR RURAL COMMUNITY INVESTMENT AREA

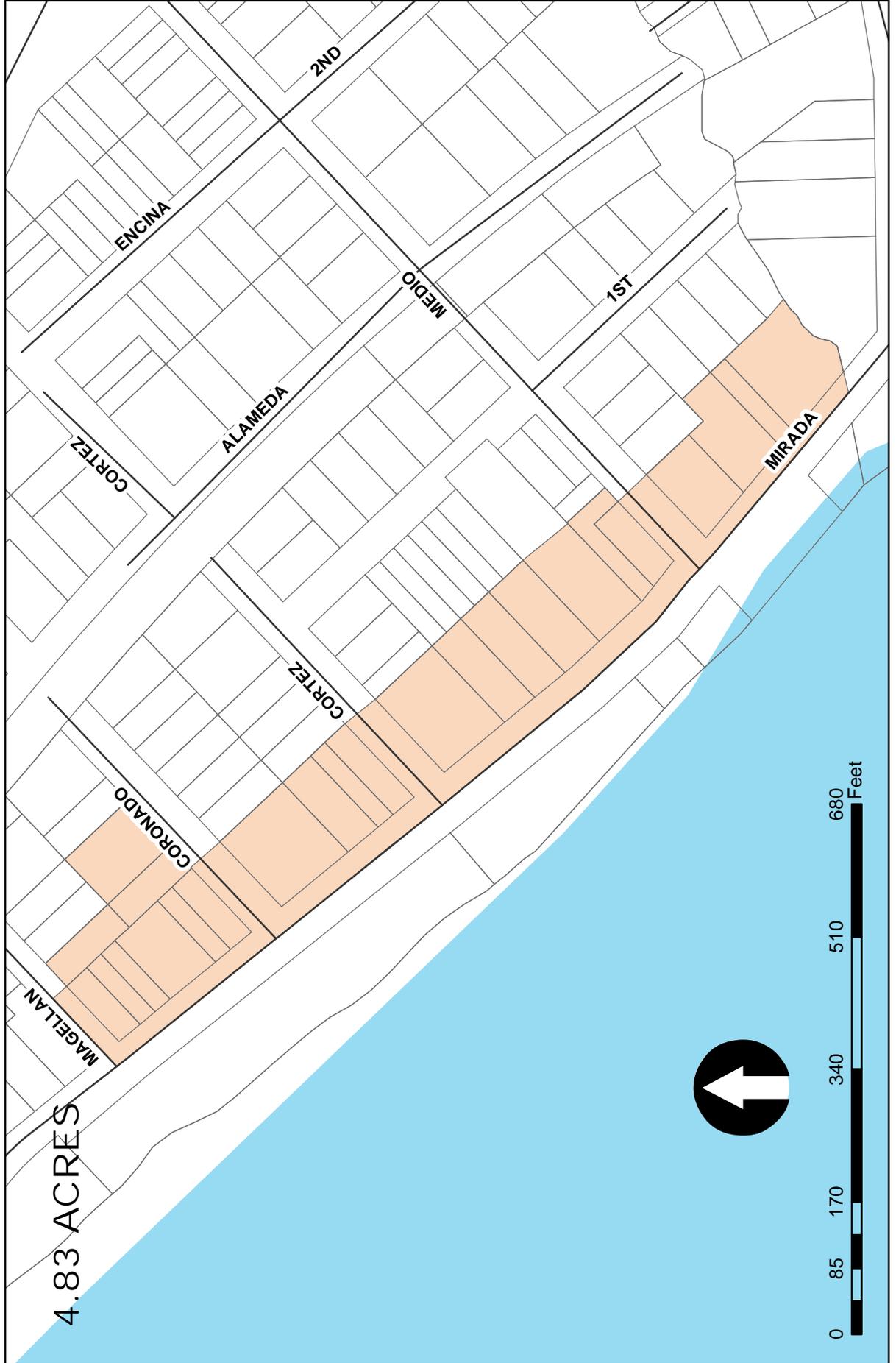


THE SPRINGS LAND USE

JUNE 2012

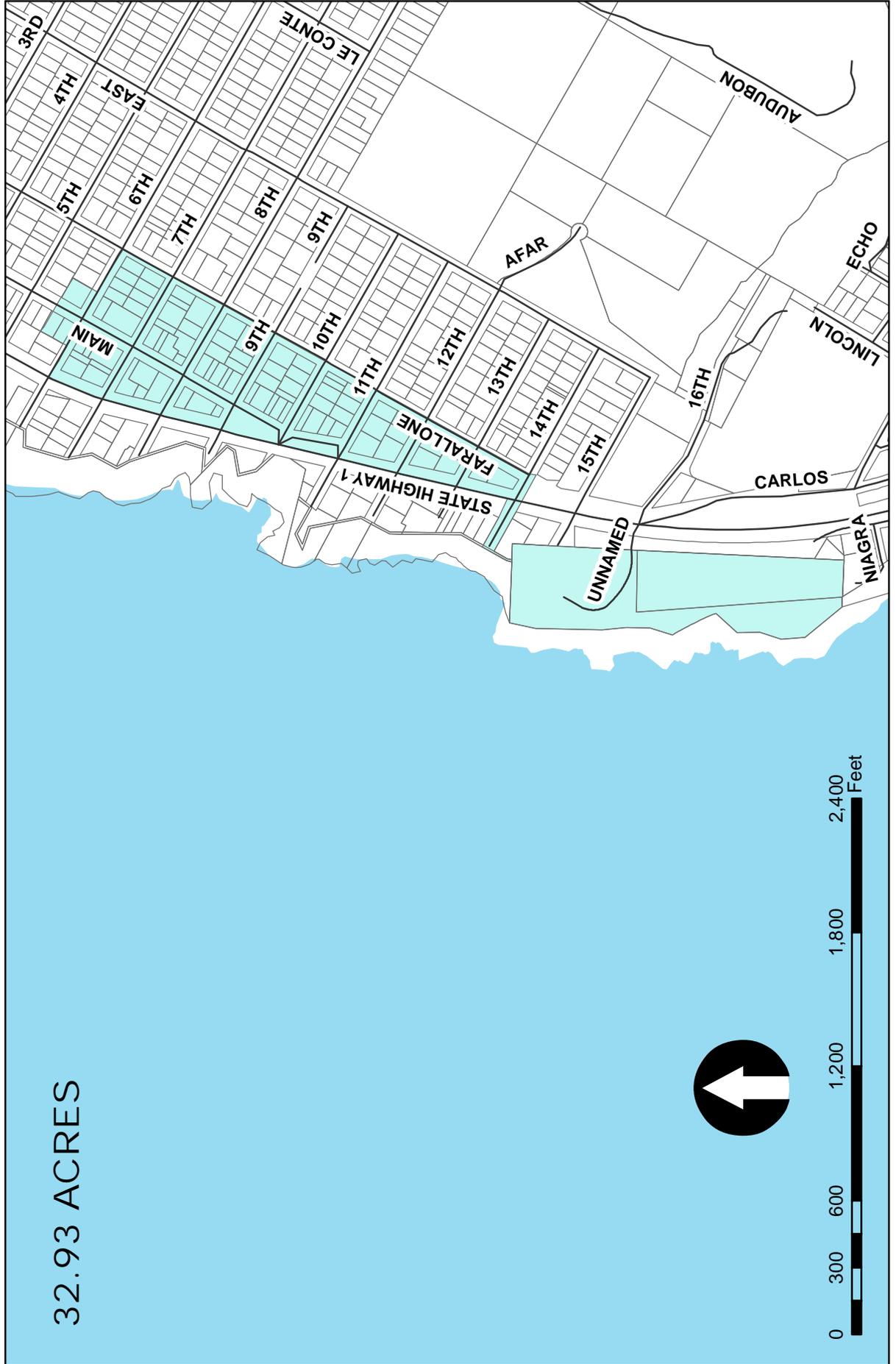
San Mateo County

Midcoast Rural Community Investment Areas - Miramar



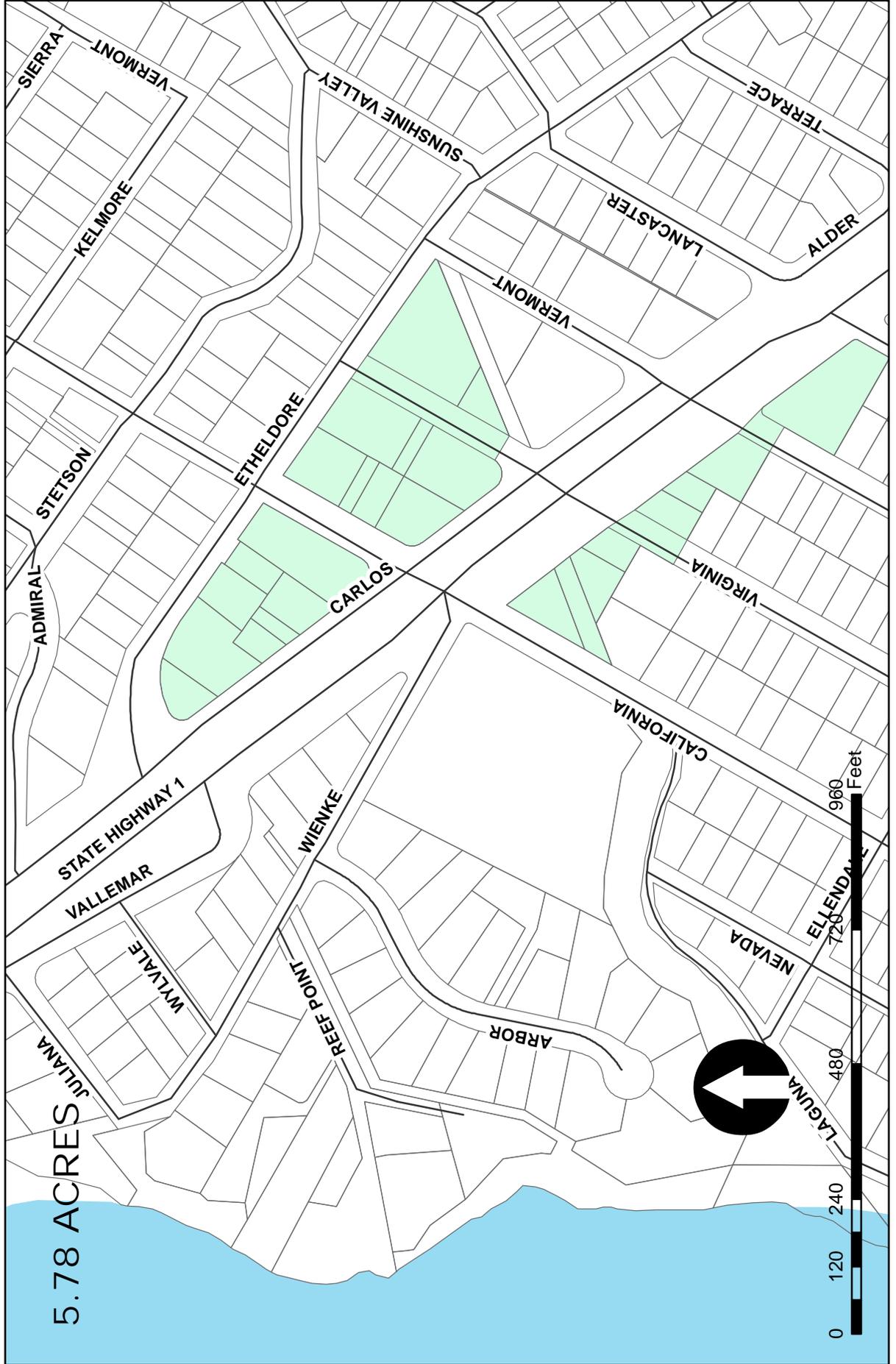
San Mateo County

Midcoast Rural Community Investment Areas - Montara North



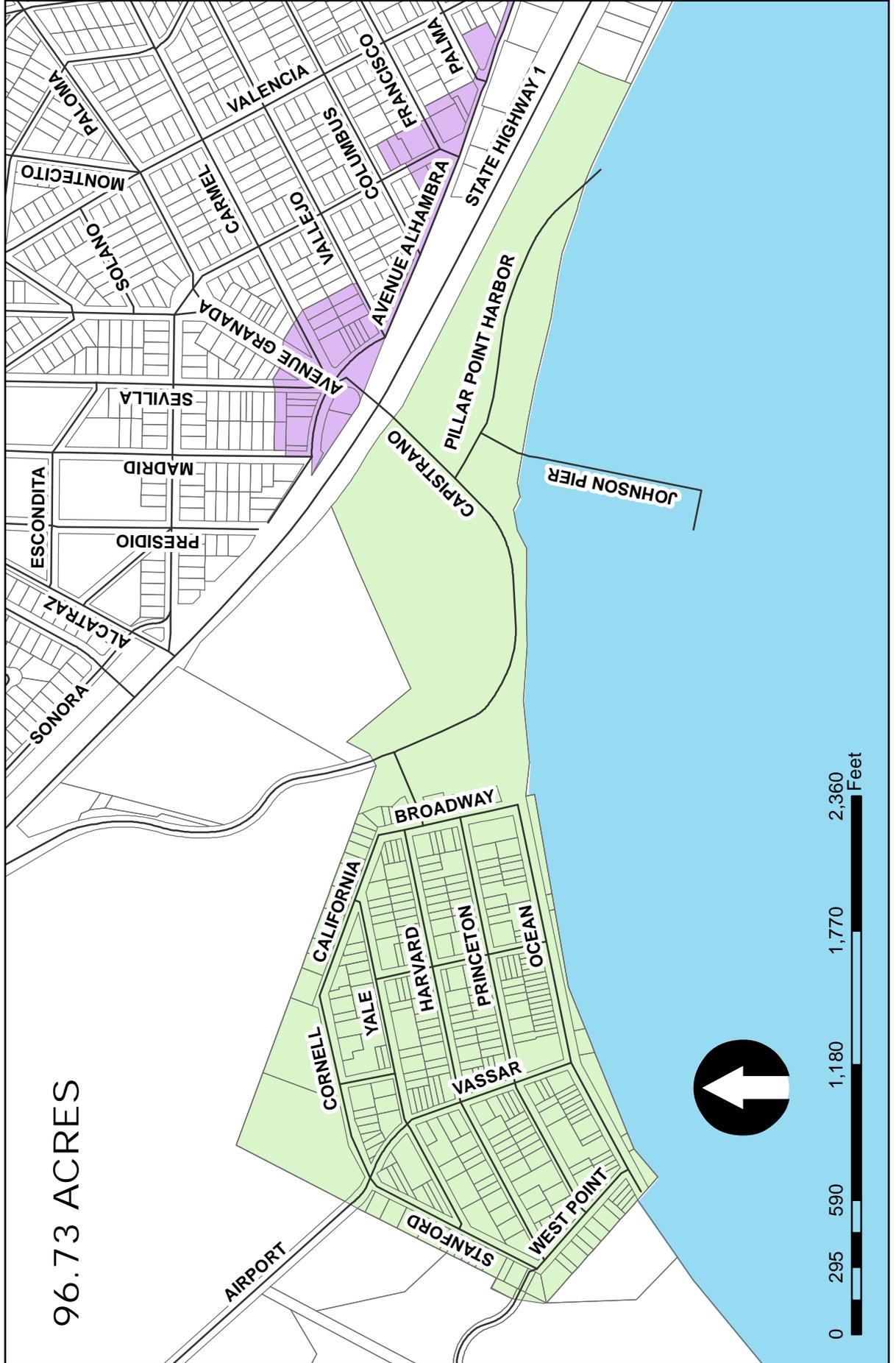
San Mateo County

Midcoast Rural Community Investment Areas - Moss Beach



San Mateo County

Midcoast Rural Community Investment Areas - Princeton



Employment Investment Areas Description, Criteria, and Location Data

Description

Employment Investment Areas are significant centers of economic activity that can be enhanced by local-serving retail, pedestrian and bicycle access improvements, focused growth around station areas, and last mile transportation solutions. Planning for Employment Investment Areas provides an opportunity to increase travel options for commuters, focus new jobs in locations accessible to the region’s workforce—including transit dependent households—and allow employees to walk to daytime destinations, such as restaurants and coffee shops, that today would require auto trips.

Role in Regional Growth Strategy

Employment Investment Areas will join Priority Development Areas (PDAs), Priority Conservation Areas (PCAs) and Rural Community Investment Areas (pending approval) in implementing the Bay Area’s Jobs-Housing Connection growth strategy and other regional efforts to integrate transportation investments with land use planning. The PDA Growth Strategies pursued by Congestion Management Agencies will seek opportunities to support the development of affordable housing along transit corridors with frequent service to Employment Investment Areas and other concentrations of employment.

Criteria for Eligibility

- **Transit Service** (current or planned with dedicated funding):
 - Peak headways of 20 minutes or less within a half-mile, shuttle services with these frequencies connected to a fixed rail station, or planned fixed rail service within a half mile. *Where some portions of an Employment Investment Area do not meet this guideline, funding and technical support opportunities will be available only to projects in only those portions of the Area with service consistent with the guideline.*
- **Land Use Mix** (current or planned):
 - Office or Research and Development; services such as employee-serving food, retail, and health care
- **Density** (current or planned):
 - Floor Area Ratio (FAR) target of 1.5
 - Minimum Floor Area ratio for Investment Area priority project funding: 1.0. *Where portions of an Investment Area do not meet this criterion, only those portions of the area with a permitted FAR of 1.0 or higher will be eligible for funding and technical support opportunities.*



Funding Opportunities

Funding for projects and technical support in Investment Areas is under consideration. Projects supported by any future funding should reinforce the overall PDA growth strategy by expanding access to employment opportunities for households that live in transit-served PDAs (particularly low-income households), increasing the labor pool available to employers, and reducing vehicle miles travelled.

Table 1 Employment Investment Areas for Adoption¹

County	Investment Area	Applicant Jurisdiction	Existing Jobs: 2010	Projected Jobs: 2040	Projected Growth: 2010-2040
Contra Costa	San Pablo - Rumrill Boulevard	City of San Pablo	220	320	100
Santa Clara	East Whisman	City of Mountain View	8,710	12,380	3,670
	International Business Park	City of San Jose	11,650	19,730	8,080
	San Jose – Old Edenville Employment Area		6,900	14,690	7,790
	Moffett Park	City of Sunnyvale	11,420	18,890	7,470
	Peery Park		5,980	7,920	1,940
	Reamwood		3,050	3,720	680
Solano	Benicia – Northern Gateway	City of Benicia	6,780	10,930	4,150
Sonoma	Sonoma County Airport Business Center ²³	Sonoma County	5,000	17,000	12,000

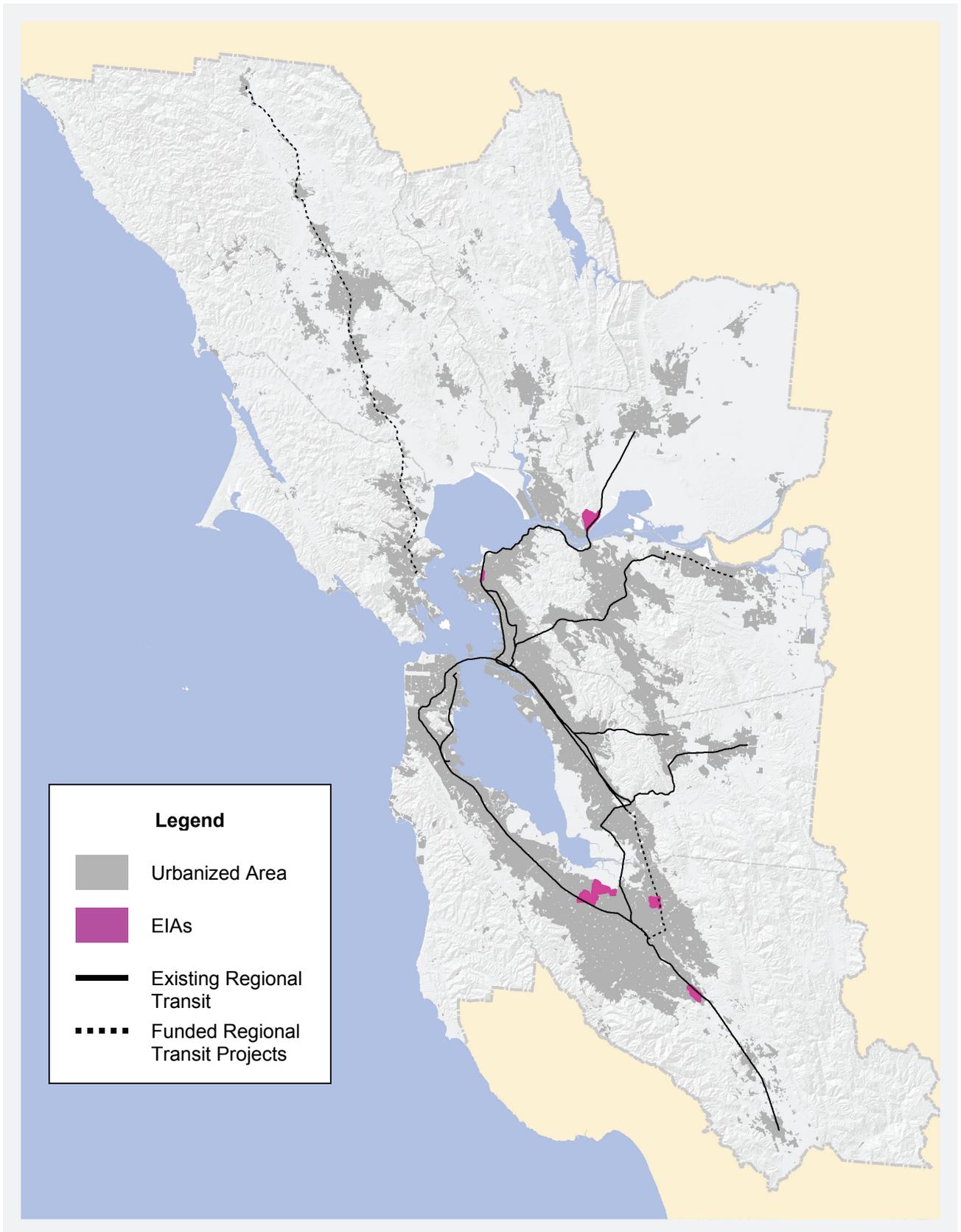
A regional map of Employment Investment Areas is presented on the next page, followed by maps of each Investment Area

¹ Source for job figures, except for Sonoma County Airport Business Center: Appendix A of Jobs Housing Connection Strategy Report, May 16, 2012

² Previously included in a joint application with the Larkfield Rural Town Center.

³ Source for job figures: estimate from Sonoma County, 6/2012

Employment Investment Areas



Rumrill Avenue Priority Development Area



Rumrill Avenue PDA



San Pablo City Limits

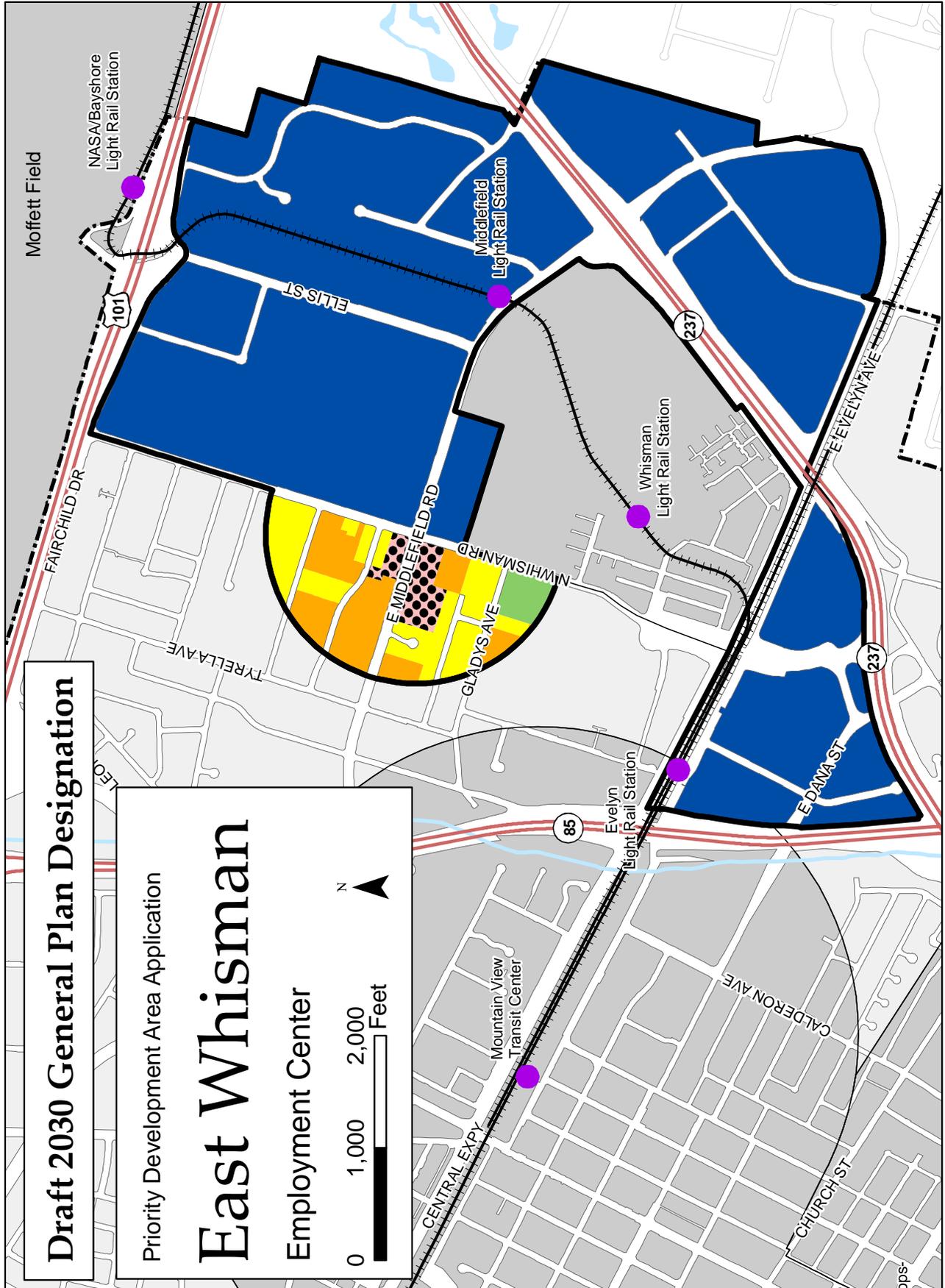
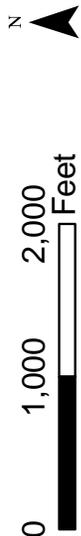


Draft 2030 General Plan Designation

Priority Development Area Application

East Whisman

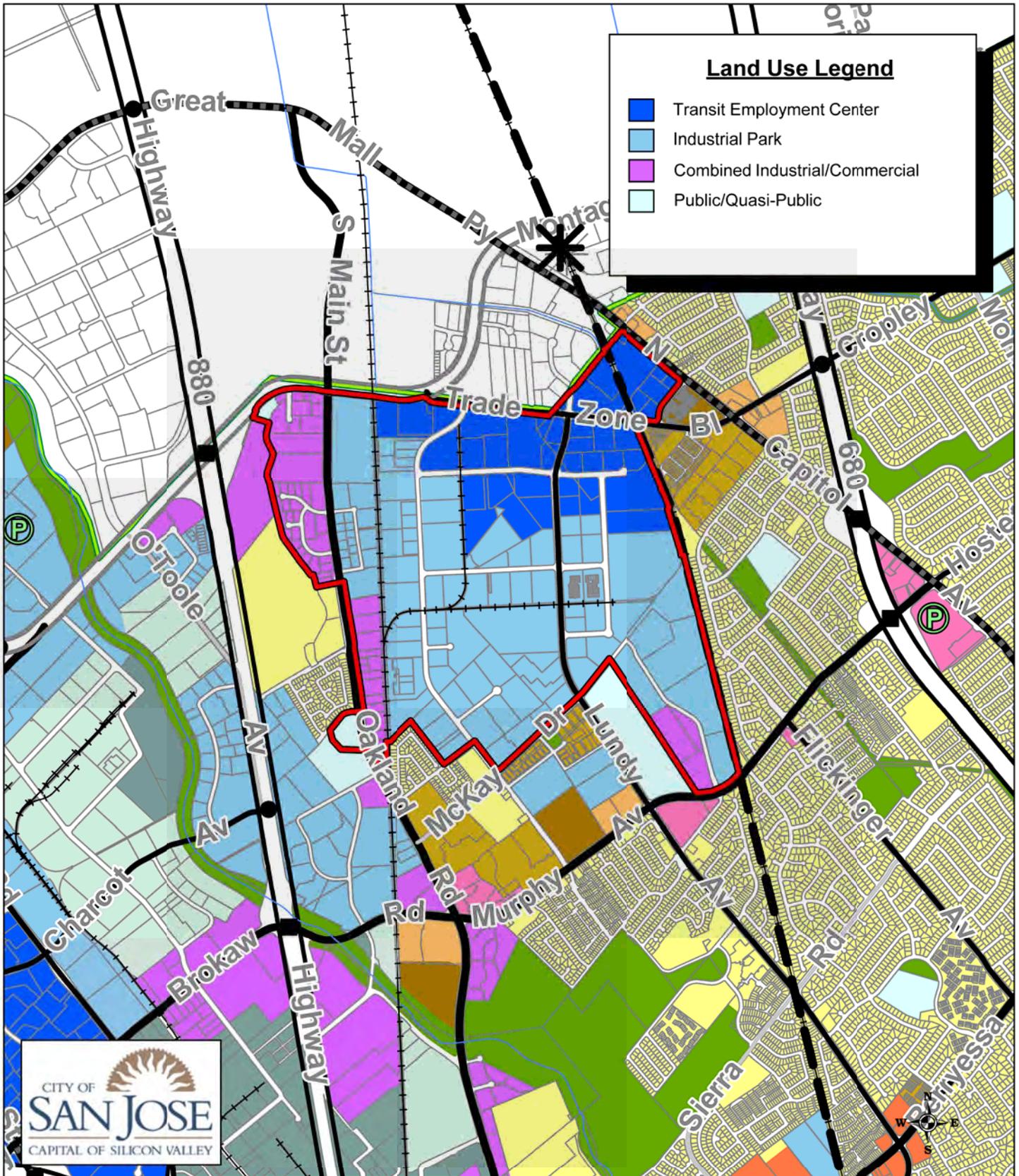
Employment Center



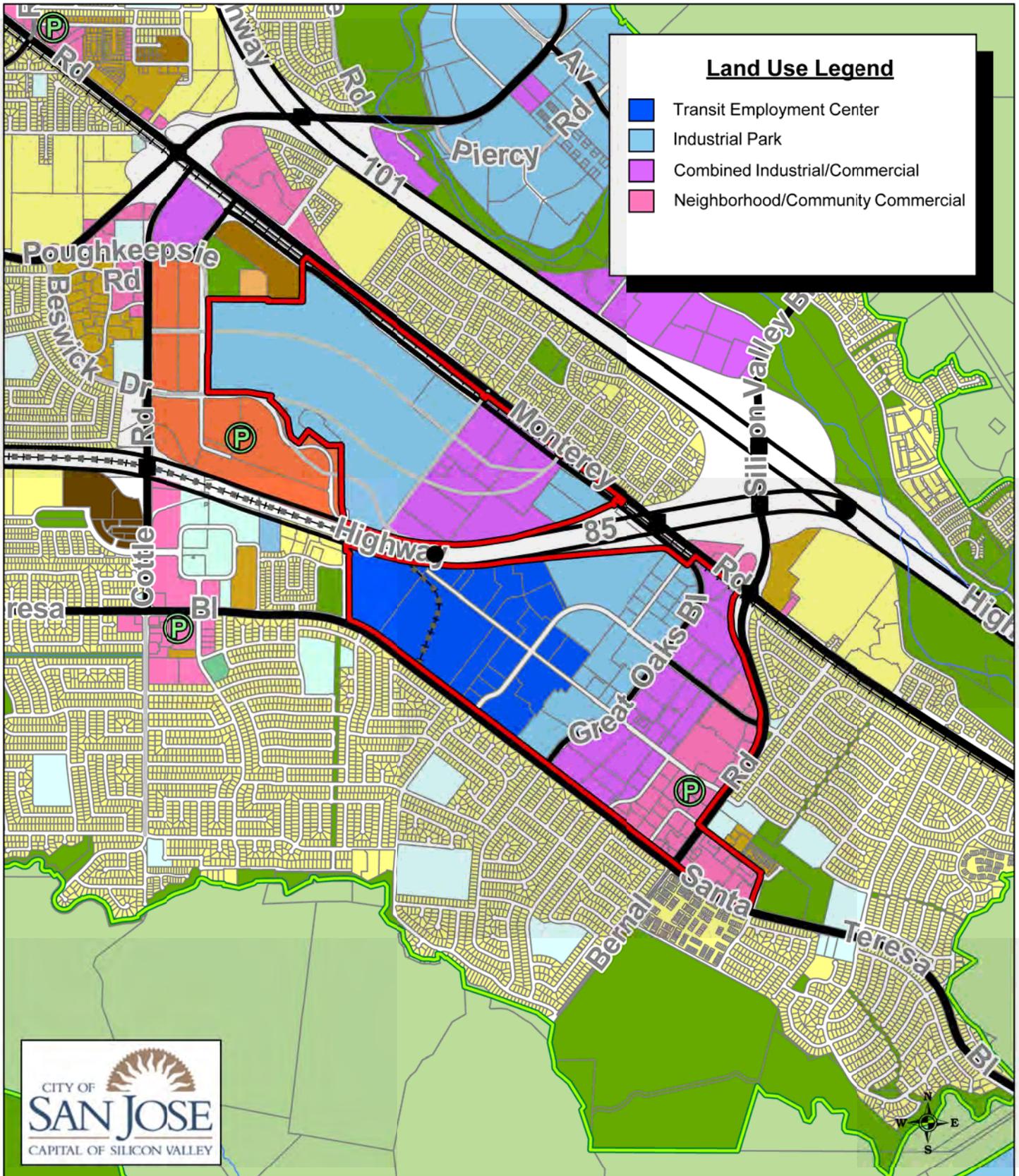
Legend

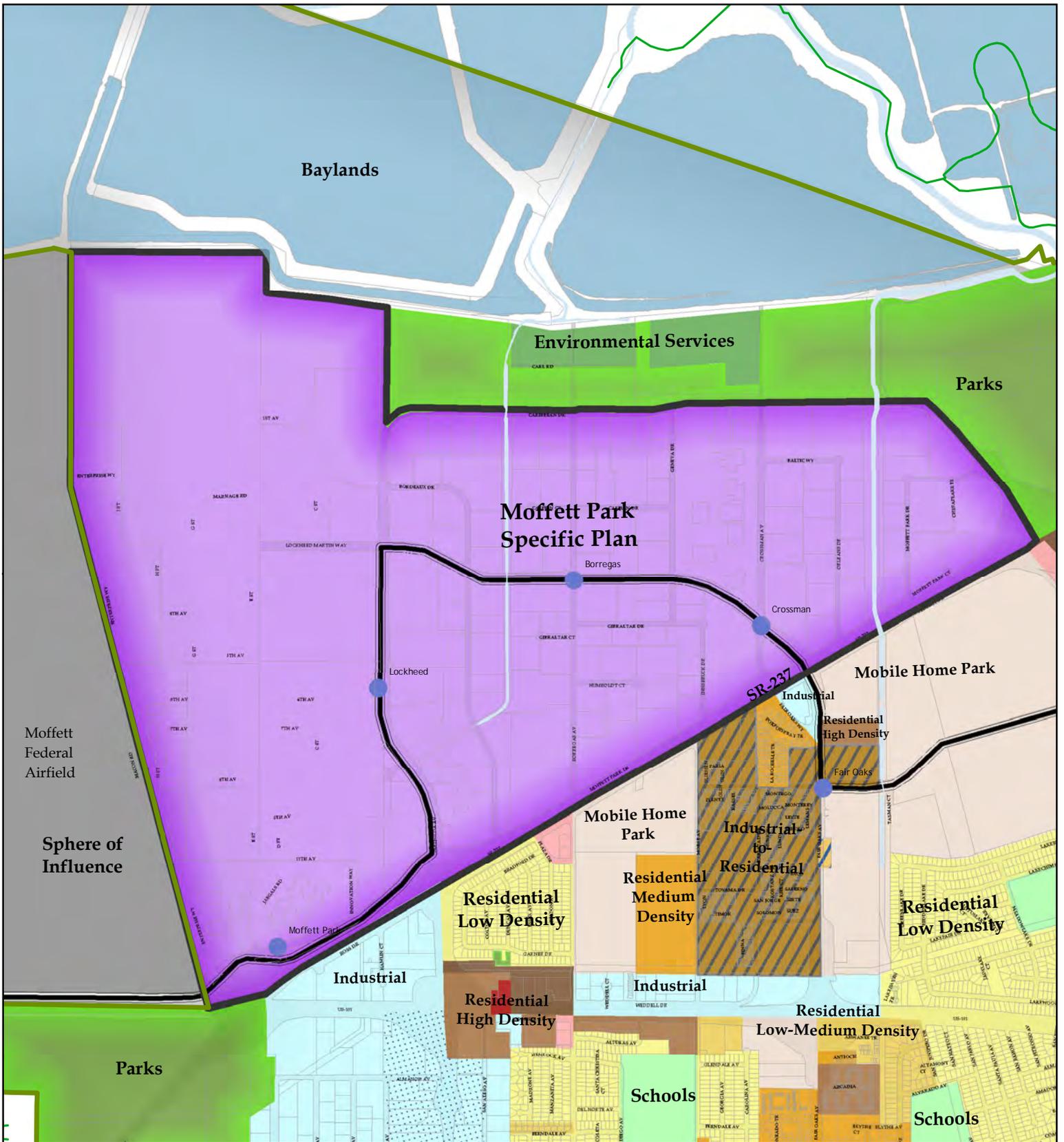
 Transit Stops			
 Rail			
 Freeways			
 Streams			
 City Limits			
 Bodies of Water			
 Other PDA Areas			
 Non-PDA Areas			
 Title PDA			
 Existing Precise Plan			
	Existing General Plan Designation		Draft 2030 General Plan Designation
	 Office: 0.35 FAR	 Office: 0.35 FAR	 Office: 0.35 FAR
	 General Industrial: 0.35 FAR	 High Intensity Office: Up to 1.0 FAR	 High Intensity Office: Up to 1.0 FAR
	 Industrial Park: 0.35 FAR	 General Industrial: 0.35 FAR	 General Industrial: 0.35 FAR
	 Neighborhood Commercial: 0.35 FAR	 Neighborhood Mixed-Use: 0.35 FAR and 25 DU/ac	 Neighborhood Mixed-Use: 0.35 FAR and 25 DU/ac
	 General Commercial: 0.4 FAR	 General Mixed-Use: 0.5 FAR and 43 DU/ac	 General Mixed-Use: 0.5 FAR and 43 DU/ac
	 Regional Commercial: 0.5 FAR	 Corridor Mixed-Use: 0.5 FAR and 60 to 70 DU/ac	 Corridor Mixed-Use: 0.5 FAR and 60 to 70 DU/ac
	 Linear Comm/Res: 0.35 FAR and 43 DU/ac	 North Bayshore Mixed-Use: 1.0 FAR or 70 DU/ac	 North Bayshore Mixed-Use: 1.0 FAR or 70 DU/ac
	 Downtown Commercial: 1.0 to 3.0 FAR, 60 DU/ac	 Mixed-Use Center: 0.75 FAR and 70 DU/ac	 Mixed-Use Center: 0.75 FAR and 70 DU/ac
	 Low Density Residential: 1-6 units/acre	 Downtown Mixed-Use: 1.0 to 3.0 FAR, 60 DU/ac	 Downtown Mixed-Use: 1.0 to 3.0 FAR, 60 DU/ac
	 Medium Low Density Residential: 7-12 units/acre	 Low Density Residential: 1-6 units/acre	 Low Density Residential: 1-6 units/acre
	 Medium Density Residential: 13-25 units/acre	 Medium Low Density Residential: 7-12 units/acre	 Medium Low Density Residential: 7-12 units/acre
	 Medium High Density Residential: 26-35 units/acre	 Medium Density Residential: 13-25 units/acre	 Medium Density Residential: 13-25 units/acre
	 High Density Residential: up to 80 units/acre	 Medium High Density Residential: 26-35 units/acre	 Medium High Density Residential: 26-35 units/acre
	 Mobile Home Park: 7-14 units/acre	 High Density Residential: up to 80 units/acre	 High Density Residential: up to 80 units/acre
	 Institutional	 Mobile Home Park: 7-14 units/acre	 Mobile Home Park: 7-14 units/acre
	 Parks & Schools	 Institutional	 Institutional
	 Regional Park	 Parks & Schools	 Parks & Schools
	 Agriculture	 Regional Park	 Regional Park

13. International Business Park Area: General Plan Proposed Priority Development Area (PDA)



12. Old Edenvale Employment Area: General Plan Proposed Priority Development Area (PDA)





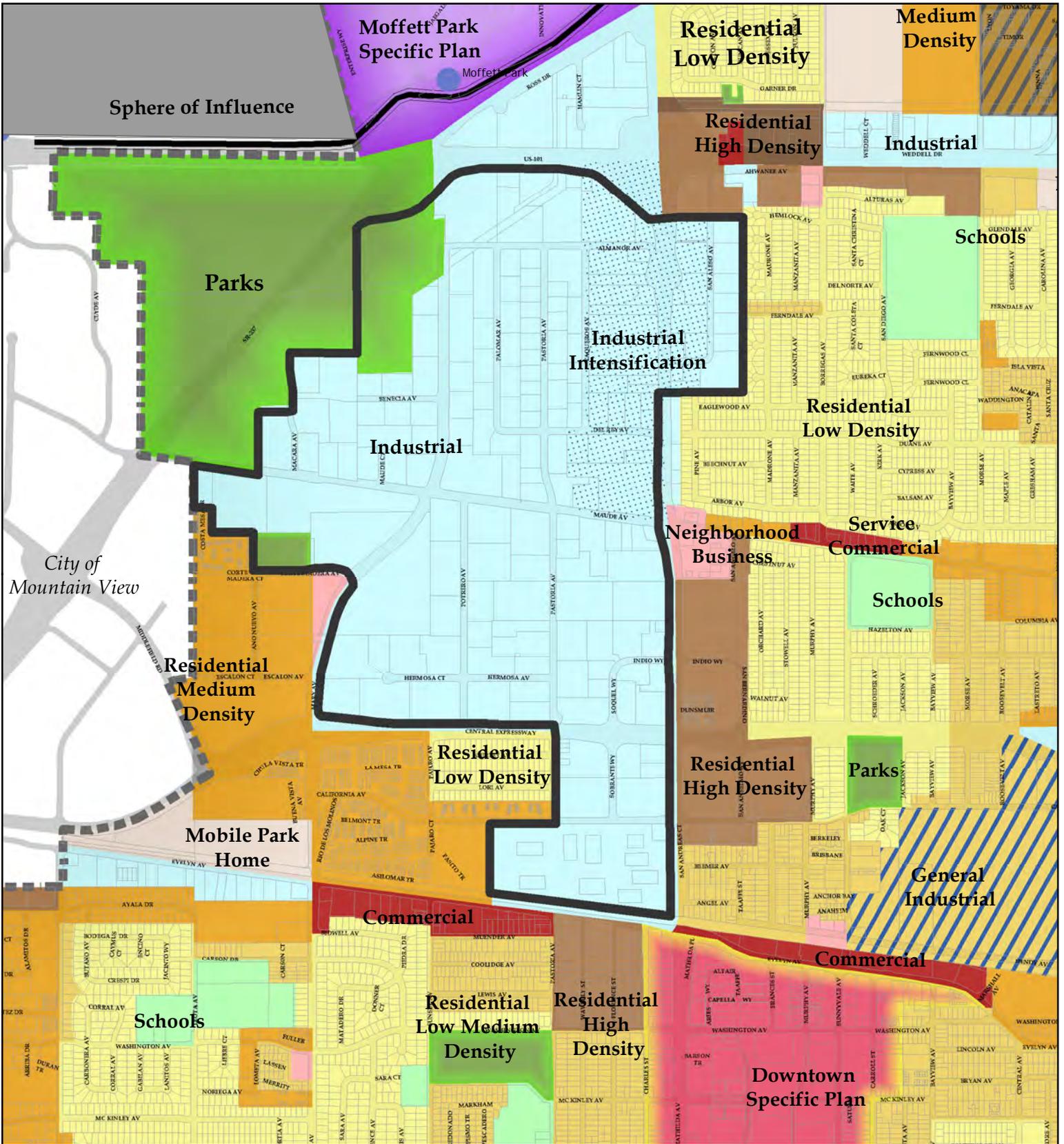
**City of Sunnyvale
Proposed PDA
General Plan**

Moffett Park

-  City Boundary
-  Boundary of Moffett Park
-  Light Rail Stations
-  Light Rail Line



1,000
Feet



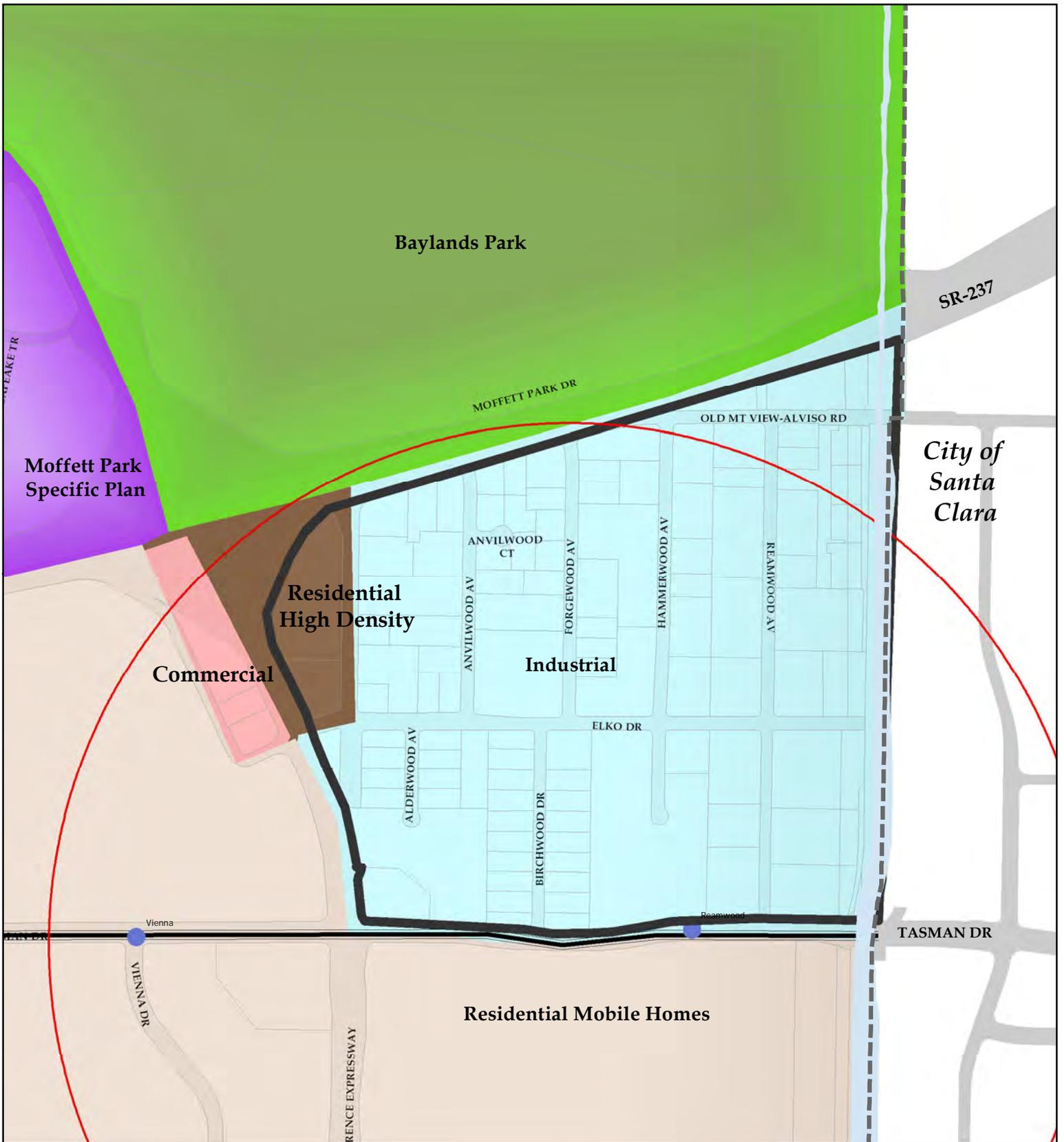
**City of Sunnyvale
Proposed PDA
General Plan**

Peery Park

-  Peery Park
-  Light Rail Stations
-  Light Rail Line
-  City Boundary



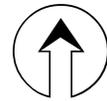
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Feet



**City of Sunnyvale
Proposed PDA
General Plan**

Reamwood

-  Reamwood
-  1/2 Mile Buffer around LR Station
-  Light Rail Stations
-  Light Rail Line
-  City Boundary

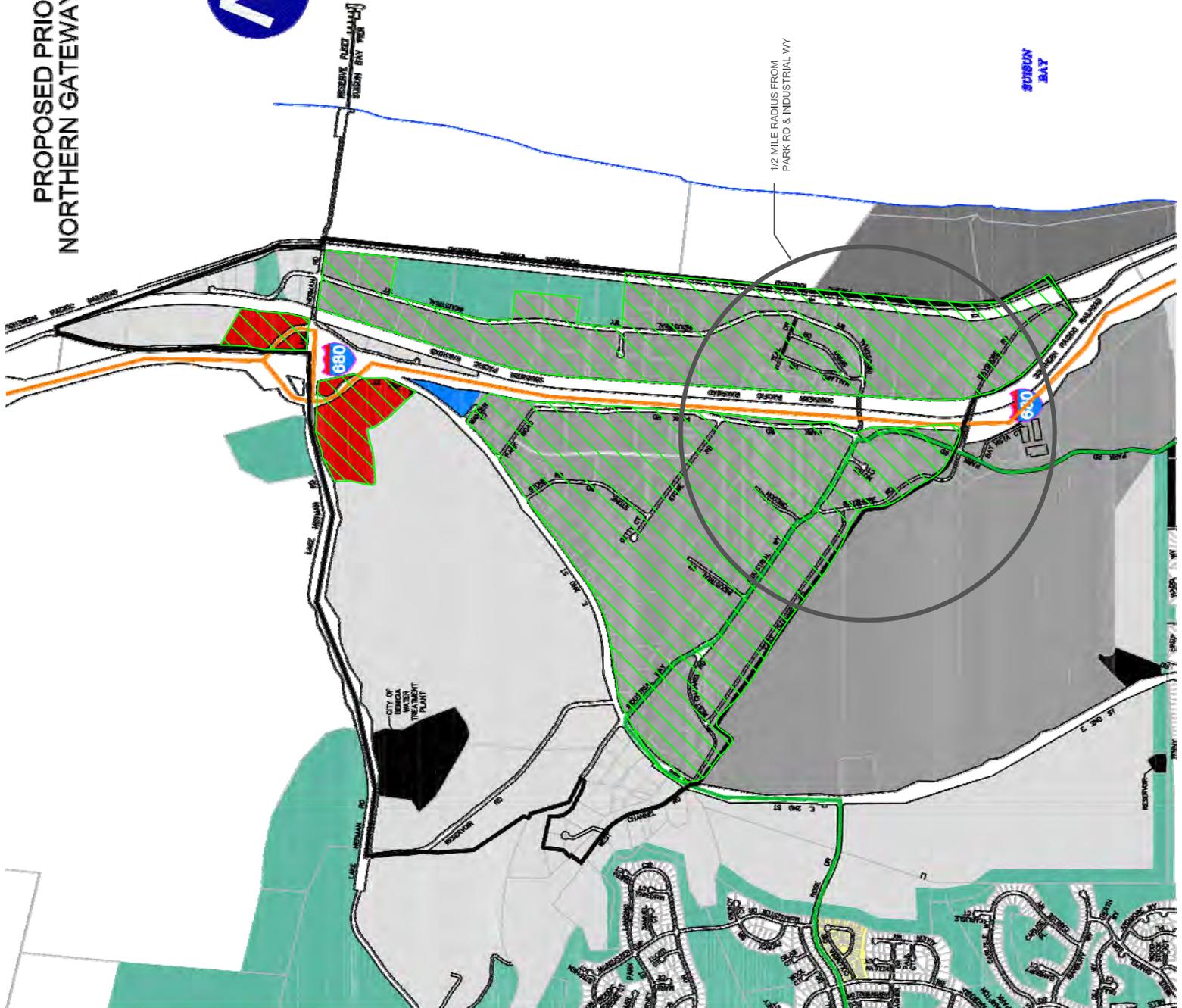


1,000 Feet

PROPOSED PRIORITY DEVELOPMENT AREA NORTHERN GATEWAY-BENICIA'S INDUSTRIAL PARK



Graphic Scale in Feet



ZONING MAP LEGEND:

	CG	OPEN SPACE
	PS	PUBLIC & SEMI-PUBLIC
	RS	SINGLE FAMILY RESIDENTIAL - 0 - 7 DU/ACRE
	RM	MEDIUM DENSITY RESIDENTIAL - 8 - 14 DU/ACRE
	RD	HIGH DENSITY RESIDENTIAL - 15 - 20 DU/ACRE
	RD	PLANNED DEVELOPMENT
	CC	COMMUNITY COMMERCIAL
	CO	OFFICE COMMERCIAL
	CG	GENERAL COMMERCIAL
	CD	DOWNTOWN COMMERCIAL
	CW	WATERFRONT COMMERCIAL
	IL	LIMITED INDUSTRIAL
	IG	GENERAL INDUSTRIAL
	IW	WATER RELATED INDUSTRIAL
	IP	INDUSTRIAL PARK
		FAR 1.0 OR MORE

GENERAL LEGEND:

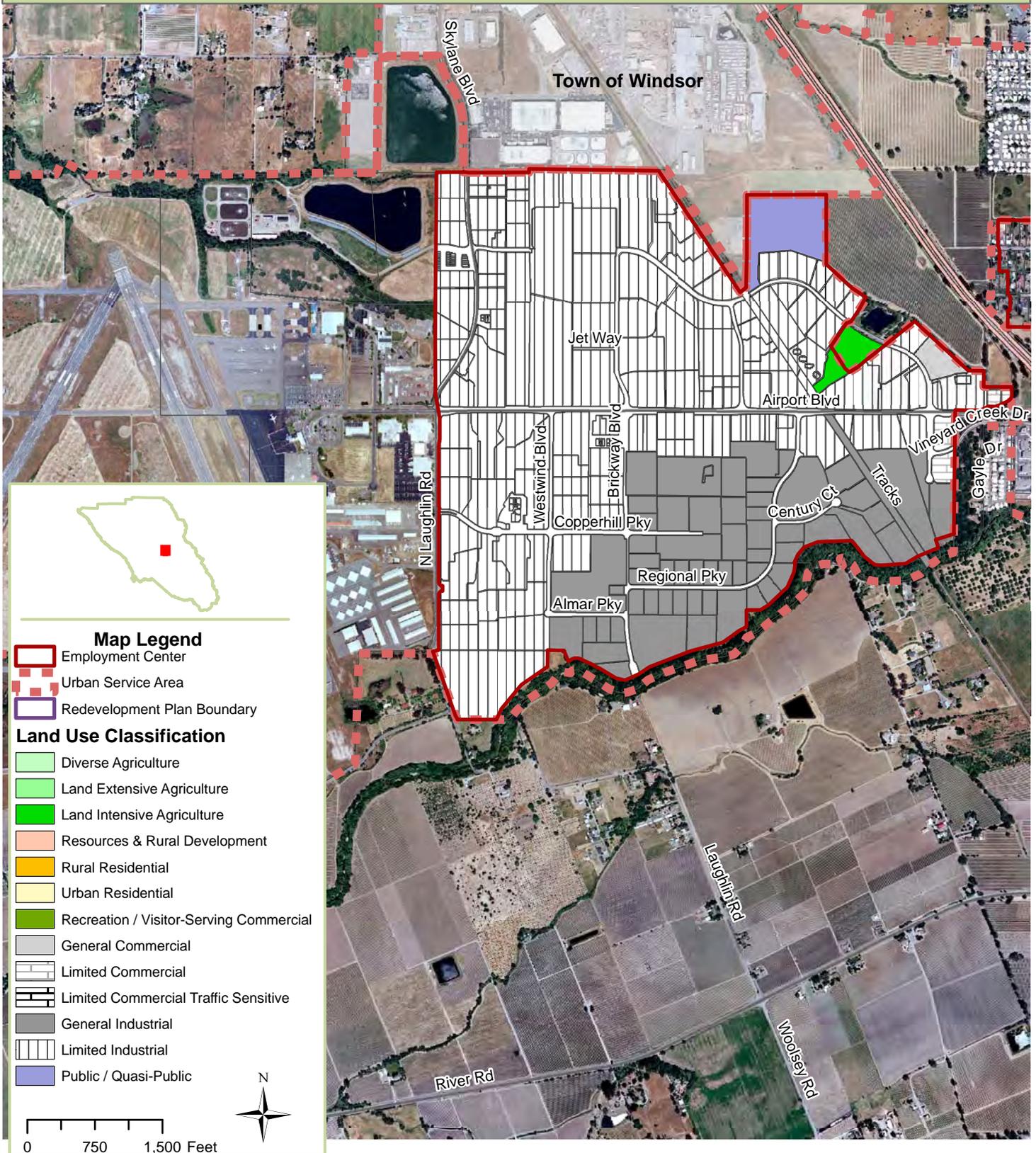
	PROPOSED BOUNDARY
	LOT / PROPERTY LINE
	STREET / ROAD / HIGHWAY RIGHT-OF-WAY LINE
	SHORE LINE / EDGE OF WATER BODY
	NORTHEAST BENICIA CITY RICE (ROUTE 92)
	FARFIELD/SUBURBAN TRANSIT SYSTEM SOLANO EXPRESS (ROUTE 40)

SUBURBAN
BAY

1/2 MILE RADIUS FROM
PARK RD & INDUSTRIAL WY



SONOMA COUNTY ABAG APPLICATION FOR EMPLOYMENT CENTER

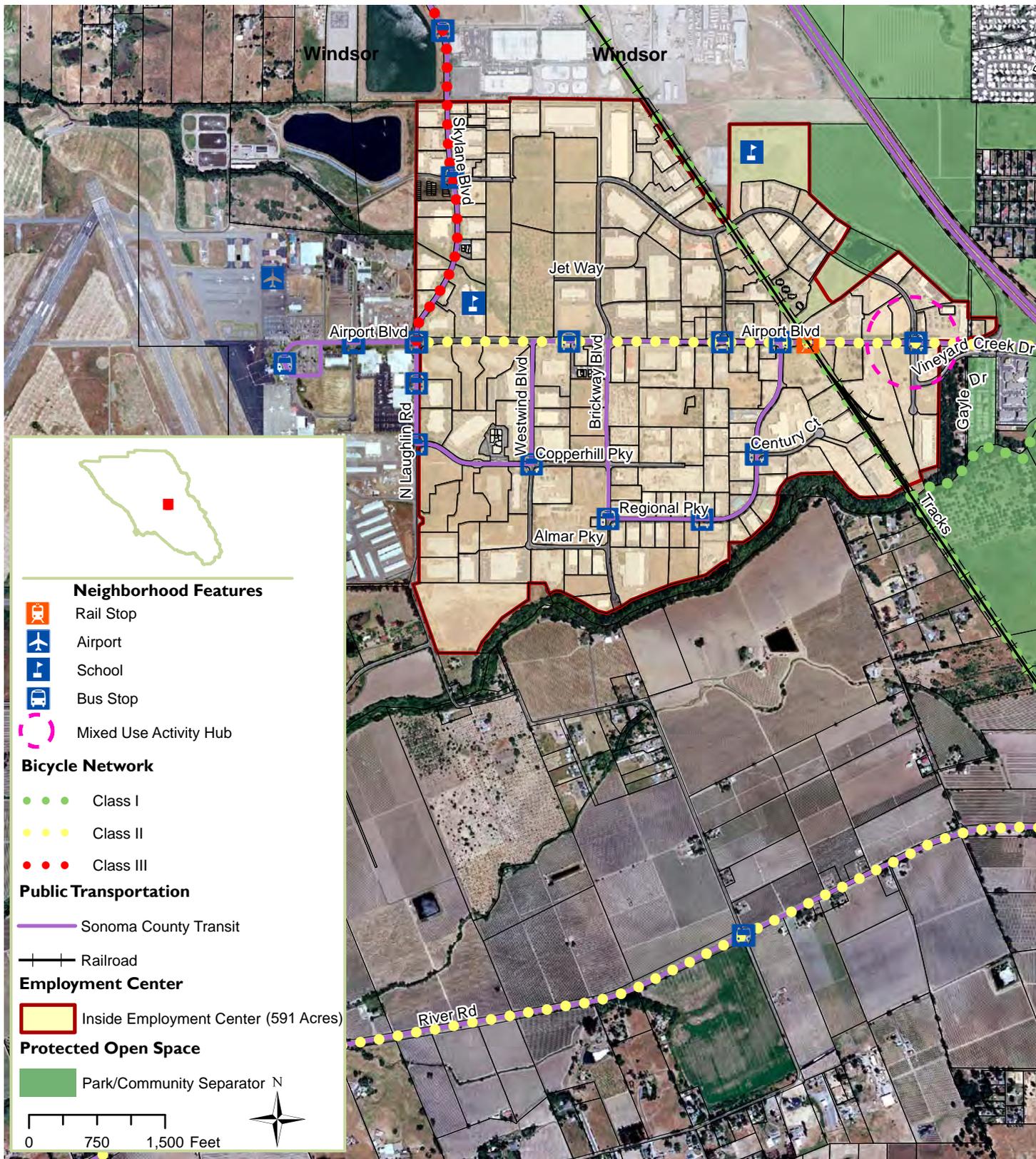


AIRPORT INDUSTRIAL AREA LAND USE

JUNE 2012



SONOMA COUNTY ABAG APPLICATION FOR EMPLOYMENT CENTER



AIRPORT INDUSTRIAL CENTER AREA OVERVIEW

JUNE 2012

Investment Area and Priority Development Area Designations

Attachment B: Downtown Napa/Soscol Corridor Transit Neighborhood Priority Development Area (PDA) Background

Summary

This attachment provides background information supporting staff’s recommendation that the Executive Board approve the City of Napa’s application for a Priority Development Area (PDA) in the Downtown /Soscol Corridor area.

1. Process

A substantial amount of discussion and deliberation has shaped the City of Napa’s current PDA proposal. This is summarized below:

- The City of Napa submitted an application for two Priority Development Areas—Downtown Napa and Soscol Corridor in December 2011. The City proposed that these areas be designated as a Rural Town Center and Rural Corridor PDA place type respectively.
- The ABAG Executive Board voted at its March 2012 meeting to defer action on proposed Rural Town Center and Rural Corridor PDAs, and requested that these place types be revised outside of the PDA framework.¹ In response, ABAG staff developed a Rural Community Investment Area designation outside of the PDA Framework to replace Rural Town Centers and Rural Corridors. As discussed in Appendix A, Investment Areas are eligible for a different set of funding opportunities than PDAs.
- The criteria for Rural Community Investment Areas are not consistent with the existing and anticipated future character and density of Downtown Napa and the Soscol Corridor. The City of Napa requested that the Downtown Napa and Soscol Corridor areas be combined into a single PDA with a proposed Transit Town Center place type designation. Based upon consistency with the PDA Application Guidelines for this place

¹ The Executive Board adopted one proposed Rural Town Center—Downtown Dixon—as a PDA, and one proposed Employment Center—Benicia Northern Gateway—as a PDA, but did not adopt the Rural or Employment Center Place Types or the other proposed PDAs under these designations.

type,² staff requested that the RPC recommend that the Executive Board adopt Downtown/Soscol Corridor as a Transit Town Center PDA.

- At its June 6, 2012 meeting, the RPC voted to reject the City of Napa's request to designate the Downtown/Soscol Corridor as a PDA. Concerns raised at the meeting and in correspondence following the meeting are described in the next section. This was the first time that the RPC did not adopt a proposed PDA that met all other designation criteria.
- City of Napa elected officials and staff, ABAG staff, and Napa County supervisors serving on the ABAG board met and corresponded electronically and by phone in an effort to resolve concerns about the proposed Downtown/Soscol Corridor PDA.
- The City of Napa has revised its request for the Downtown/Soscol Corridor PDA to propose that it be adopted with a Transit Neighborhood place type.
- Downtown/Soscol Corridor meets not only the required PDA criteria, but is also projected by the Jobs Housing Connection Strategy to meet the suggested housing unit guideline for the Transit Town Center place type (by 2040).
- ABAG staff recommends that the Executive Board adopt Downtown/Soscol Corridor as a PDA with the Transit Neighborhood place type designation.

2. Key Concerns and Discussion

Concerns about the designation of Downtown/Soscol Corridor as a PDA raised at the June RPC meeting by Napa County Supervisors and in subsequent correspondence are highlighted below, followed by discussion:

- *Concern—Housing unit requirement:* The 2007 Station Area Planning Manual³ identifies 3,500-7,000 housing units as a potential range for PDAs designated as Transit Town Centers. The Napa/Soscol Corridor is not projected to reach the 3,500 figure in either the Jobs-Housing Connection Strategy or the City's application.

Discussion: The potential housing unit ranges in the Station Area Planning Manual are not used to evaluate PDA applications, and many PDAs are not proposed to meet the reach identified in the Planning Manual for its place type. For example, Moraga Center and Downtown Vacaville, both adopted Transit Town Centers, are projected to have 660

² The PDA Application guidelines are available at the following location:

http://www.bayareavision.org/pdaapplication/ApplicationGuidelines_OCT2011_FINAL.pdf

³ The Station Area Planning Manual is available at the following location:

http://www.bayareavision.org/pdaapplication/Station_Area_Planning_Manual_Nov07.pdf

and 970 units, respectively. This reflects variations in the size and the timing of development among the PDAs within each place type. However, in response to concerns, the City of Napa is now requesting that Downtown/Napa Soscol Corridor be designated a Transit Neighborhood PDA, which has a potential housing unit range of 1,500 in the Planning Manual—below the total of 1,730 projected in the Jobs-Housing Connection Strategy for the area by 2040. It is important to note that designation of this area as a PDA does not establish a commitment by the City to permit or facilitate the development of a specific number of housing units. The City’s current plans project a total of approximately 1,300 dwelling units by 2030 for the area, which is supportive of the expectations of this designation.

- *Concern—Limited political and market support for development:* Local opposition exists to development in the Downtown/Soscol Corridor area, and development in this area may also have limited support from the real estate market.

Discussion: Numerous plans have been adopted in the past several years by City of Napa elected officials for the area included in the proposed Downtown/Soscol Corridor PDA—including a Downtown Specific Plan adopted unanimously by City Council in May 2012 calling for higher housing densities and a greater mix of land uses. In addition, several projects are currently permitted or in the planning phase for the area.

- *Concern—Responsibility for Future Housing Production:* If Downtown/Soscol Corridor is adopted as a PDA, the City of Napa will become responsible for a higher level of housing production than would otherwise be required by Regional Housing Needs Assessment (RHNA) and potentially other regional programs such as the One Bay Area Grant (OBAG).

Discussion: RHNA does not use the housing unit ranges in the Station Area Planning Manual or the PDA Application Guidelines as inputs to its allocation process. Designation as a PDA does not represent an agreement to meet the growth targets in the Planning Manual or the densities in the Application Guidelines. The number of housing units projected in the Jobs-Housing Connection Strategy for the Downtown/Soscol Corridor (which already exceed the place type designation requested by the City) will not change as a result of its adoption of a PDA.

- *Concern: Rural character*—The City of Napa is a rural community. A PDA could compromise the character of the City and County and its non-urbanized land

Discussion: By applying for a PDA, the City of Napa follows traditional town centers throughout the North Bay—such as Windsor, Cloverdale, and Dixon—that aim to accommodate the limited amount of new growth in their communities in a mixed-use, walkable environment, helping reduce pressure on agricultural and conservation lands while increasing housing options. This approach is intended to help preserve the overall rural character of surrounding communities in the county.

3. Evaluation of Revised Downtown/Soscol Corridor PDA

Factors considered in the evaluation of the City of Napa’s revised request for a PDA for Downtown/Soscol corridor include:

- **Designation Criteria** (*required*). The application meets the designation criteria in the PDA Application Guidelines:
 - o *Location within an existing urbanized area.* The proposed Downtown/Soscol Corridor PDA is located within the core of the City of Napa.
 - o *Plans for a significant increase in housing units, including a minimum density⁴ of the selected place type and affordable units.* The Downtown/Soscol Corridor area has an average permitted density of more than 30 dwelling units/net acre, above the 20 units/net acre standard for Transit Neighborhoods. Recently adopted plans support significant new housing development at these densities.
 - o Served by a transit with peak headways of 20 minutes or less during peak commute periods. The proposed PDA is served by transit with 20 minute peak headways , including local and regional routes.

Table 1. Comparison: Downtown/Soscol Corridor and PDA Designation Criteria

PDA Designation Criteria		Downtown/Soscol Corridor
Minimum Average Housing Density (Transit Neighborhoods)	≥20 du/net acre	30 du/net acre
Within an Existing Urbanized Community	Required	Yes
Peak transit headways (minutes)	≤20	20

- **Sustainability and Quality of Life.** In addition to adopted plans and momentum toward development, Downtown/Soscol Corridor is already a mixed-use, pedestrian-friendly center of commercial, residential and civic activity, playing a unique role in Napa County. The area is home to cultural and retail activities that reflect local character and draw community members and visitors throughout the year. The area also anchors the county’s transit and bicycle networks.
- **Relationship to PDA and Regional Programs.** The designation of PDAs is a key component of the distribution of regional funding and the structure of regional planning

⁴ Calculated as the average of permitted densities across the PDA in net dwelling units per acre.

programs. No PDA application that meets the designation criteria in the Application Guidelines has ever been rejected by the Executive Board.

Like other North Bay Counties, 50% of Napa County's One Bay Area Grant (OBAG) funding is dedicated to PDAs. Currently, the County has one PDA—Highway 29 Corridor in American Canyon, which does not have plans in place comparable to those adopted for the Downtown/Soscol Corridor PDA. While American Canyon accounts for 14% of the county's population, the City of Napa accounts for 56% of this total. Meeting the infrastructure needs of the City's proposed PDA will have substantial benefits for not only the immediate community by the county at large.

A revised application for the proposed Downtown/Soscol Corridor PDA is provided on the pages that follow. This includes a letter from the City Manager describing action by Napa City Council directing him to revise the City's application to a Transit Neighborhood Place Type.



CITY of NAPA

CITY MANAGER
955 School Street
Mailing Address:
P.O. Box 660
Napa, California 94559-0660
(707) 257-9501
FAX (707) 257-9534

July 11, 2012

Ken Kirkey, Planning Director
Association of Bay Area Governments (ABAG)
Post Office Box 2050
Oakland, CA 94604-2050

Dear Mr. Kirkey:

On July 10, 2012 the City Council was provided an update on the City of Napa's Priority Development Area (PDA) application. After considering the issues, the Council directed me to revise our PDA application to the "transit neighborhood" place type. This place type provides a strong fit with the characteristics that define Downtown Napa and the Soscol Gateway Corridor, including low to moderate density residential organized around a transit station providing multiple bus lines. Napa County Transportation and Planning Agency's intermodal transit station, located in the relative center of the PDA at Fourth and Burnell streets, is under construction and scheduled for completion in 2013. Moreover, Downtown Napa and Soscol Gateway Corridor serve as retail hubs in the historic center of the community which provide opportunities for well-planned growth. Significant community-based planning has already been completed in the adopted Soscol Gateway Implementation Plan, Gasser Master Plan and recently adopted Downtown Specific Plan. These plans provide for approximately 1,300 housing units consistent with the underlying place type characteristics as envisioned in ABAG's *Station Area Planning Manual*.

Please note that by submitting this application for a PDA, regardless of the place type identified in our application or ABAG's *Station Area Planning Manual*, the City understands that the PDA designation does not establish a commitment by the City to permit or facilitate the development of a specific number of housing units. As noted above, the City's current plans in this area project a total of approximately 1,300 dwelling units by 2030, which is supportive of the expectations of this designation.

Thank you for your continued recognition of the City's role in supporting the FOCUS program and its goals. If you have any questions, please do not hesitate to contact me.

Sincerely,

Mike Parness
City Manager

cc: Mayor Techel and Council Members

Enter information in the spaces provided and submit the requested attachments.

Part 1 - APPLICANT INFORMATION & AREA DETAILS		
<u>Attach</u> resolution showing local support for involvement in FOCUS		
a. Lead Applicant -City/County	City of Napa	
Contact Person	Rick Tooker	
Title	Planning Manager	
Department	Community Development Department - Palnning Division	
Street Address	1600 First Street	
City	Napa	
Zip Code	94559	
Phone Number	(707) 257-9530	
Fax Number	(707) 257-9522	
Email	rtooker@cityofnapa.org	
b. Area Name and Location	Downtown Napa/Soscol Gateway Corridor -- The Priority Development Area (PDA) is located generally in the downtown bounded by Polk, Clinton an Caymus Streets to the north, Jefferson Street to the west, Division Street to the south and extends east across the Napa River to Silverado Trail and south to Imola Avenue (see map with PDA bouandaries)	
c. Area Size (<i>minimum acreage = 100</i>)	585 Acres	
d. Public Transit Serving the Area (existing and planned). From this list, please identify at least one route that has minimum 20-minute headways.	The Napa County Transporation and Planning Agency (NCTPA) operates the countywide and regional fixed-route transit (VINE), the main hub of which is currently in Downtown Napa within the PDA. NCTPA is constructing a new multi-model transit center on the southwest corner of Fourth and Burnell Streets which is also located within the PDA in its relative center. This new transit center will be completed in 2013 and will provide more space for VINE's pulse transfer system (where multiple buses arrive and depart at the same time), and the planned PDA will provide 20-minute headways in the area.	
e. Place Type (Identify based on the Station Area Planning Manual or from others in Application Guidelines)	Transit Neighborhood	
	Current Conditions (Year: 2006)	Future Goal (Horizon Year: 2037)
f. Total Housing Units	298	1,274
g. Total Jobs	3,184	5,689

FOCUS is a regional, incentive-based development and conservation strategy for the San Francisco Bay Area. FOCUS is led by the Association of Bay Area Governments and the Metropolitan Transportation Commission in coordination with the Bay Area Air Quality Management District and the Bay Conservation and Development Commission. It is partially funded by a regional blueprint planning grant from the State of California Business, Transportation, and Housing Agency.

<p>h. Net Project Density (New Housing)</p>	<p>Existing density ranges are variable in the area by land use designation ranging from 20 - 40 du/ac in the Downtown Commercial area, 10 - 40 du/ac on the Mixed Use sites in the Soscol Gateway area; and 3 - 8 du/ac on the sites set aside for limited single-family residential development.</p>	<p>Within the Downtown Specific Plan area, density ranges have been increased to 20 - 60 du/ac in the core (Downtown I designation), remain at 20 - 40 du/ac in the downtown edge (Downtown II designation), and 10 - 25 du/ac in the transitional area between the downtown and the surrounding neighborhoods (Transition designation)</p> <p>Within the Soscol Gateway area densities are revised by converting 5.3 acres to Mixed Use, 16.9 acres to Transit Village, assigning 2.5 acres at the Napa Expo site to Mixed Use, and applying the mid-range of the number of units assumed in the 1998 General Plan for the area. The density ranges in the Soscol Gateway area are 10 - 40 du/ac on the Mixed Use sites and 3 - 8 du/ac on the limited number of low density residential sites in the area.</p> <p>These revisions provide for 1,274 housing units or 976 net new units in the PDA with approved planning and environmental review (no additional planning is required).</p>
<p>i. Minimum/Maximum FARs (New Employment Development)</p>	<p>1.25 - 4.0 FAR in the Downtown Specific Plan area for commercial use and .35 FAR for Residential/Offices.</p> <p>.35 - .95 FAR in the Soscol Gateway area</p>	<p>The FAR has been increased with the adoption of the Downtown Specific Plan to 5.0 Downtown I designation), 4.0 (Downtown II) and 3.0 (Transition).</p> <p>Within the Soscol Gateway area the FAR is .35 - .95, although far more land is now zoned for multi-family use as part of the Mixed Use designation.</p>

<p>Part 2 – ADDITIONAL AREA INFORMATION</p>		
	<p>Yes</p>	<p>No</p>
<p>a. Is the proposed priority area currently recognized in the General Plan (i.e., called out as TOD, infill etc.)?</p>	<p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p>

<p>b. Have other plans (any targeted planning efforts including specific plans, precise plans, area plans, and supporting environmental studies) been developed within the last 15 years that cover the priority area? Note: If yes, please attach brief list of individual planning efforts and date completed (including web links to electronic versions if available). In the list, identify the primary plan for the area.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>c. Is the proposed priority area within the boundaries of a redevelopment area?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Part 3 – MAPS OF PRIORITY DEVELOPMENT AREA

Attach map(s) showing the proposed boundaries, land use designations and zoning, major transit services, and any other relevant information about the proposed priority area. In your electronic submission, please include GIS files of the PDA boundaries, if available. Photos of current conditions in the priority area are optional.

Part 4 – NARRATIVE

Attach separately a maximum two-page (8½ x 11 with 12 point font) narrative that addresses the following questions and provides any other relevant information.

- What is the overall vision for this area? How does the vision align with the place type selected (See Place Type Development Guidelines p. 18-19 in Station Area Planning Manual)?
- What has to occur in order to fully realize this vision and place type? What has occurred in the past 5 years?
- Describe relevant planning processes, and how community members were involved in developing the vision and/or plan for the area.
- Describe how this priority area has the potential to be a leading example of smart growth for the Bay Area.

Part 5 – POTENTIAL ASSISTANCE REQUESTED (check all that apply)

Note: Assistance is not being offered at this time. This information will aid the development of tools and incentives for designated areas.

TECHNICAL ASSISTANCE	REQUEST FOR PLANNING GRANTS	REQUEST FOR CAPITAL GRANTS
<input type="checkbox"/> Assistance with policies to implement existing plan <input type="checkbox"/> Assistance with photo- simulations to depict future conditions <input type="checkbox"/> Assistance with local workshops and tours <input type="checkbox"/> Other:	<input type="checkbox"/> Funding for new area-wide specific plan or precise plan <input type="checkbox"/> Funding to update existing area-wide specific plan or precise plan <input type="checkbox"/> Funding for EIR to implement existing area-wide plan <input type="checkbox"/> Other:	<input checked="" type="checkbox"/> Funding for transportation projects (including pedestrian/bicycle) <input checked="" type="checkbox"/> Funding for housing projects <input checked="" type="checkbox"/> Funding for water/sewer capacity <input type="checkbox"/> Funding for parks/urban greening <input checked="" type="checkbox"/> Funding for streetscape improvements <input type="checkbox"/> Other:

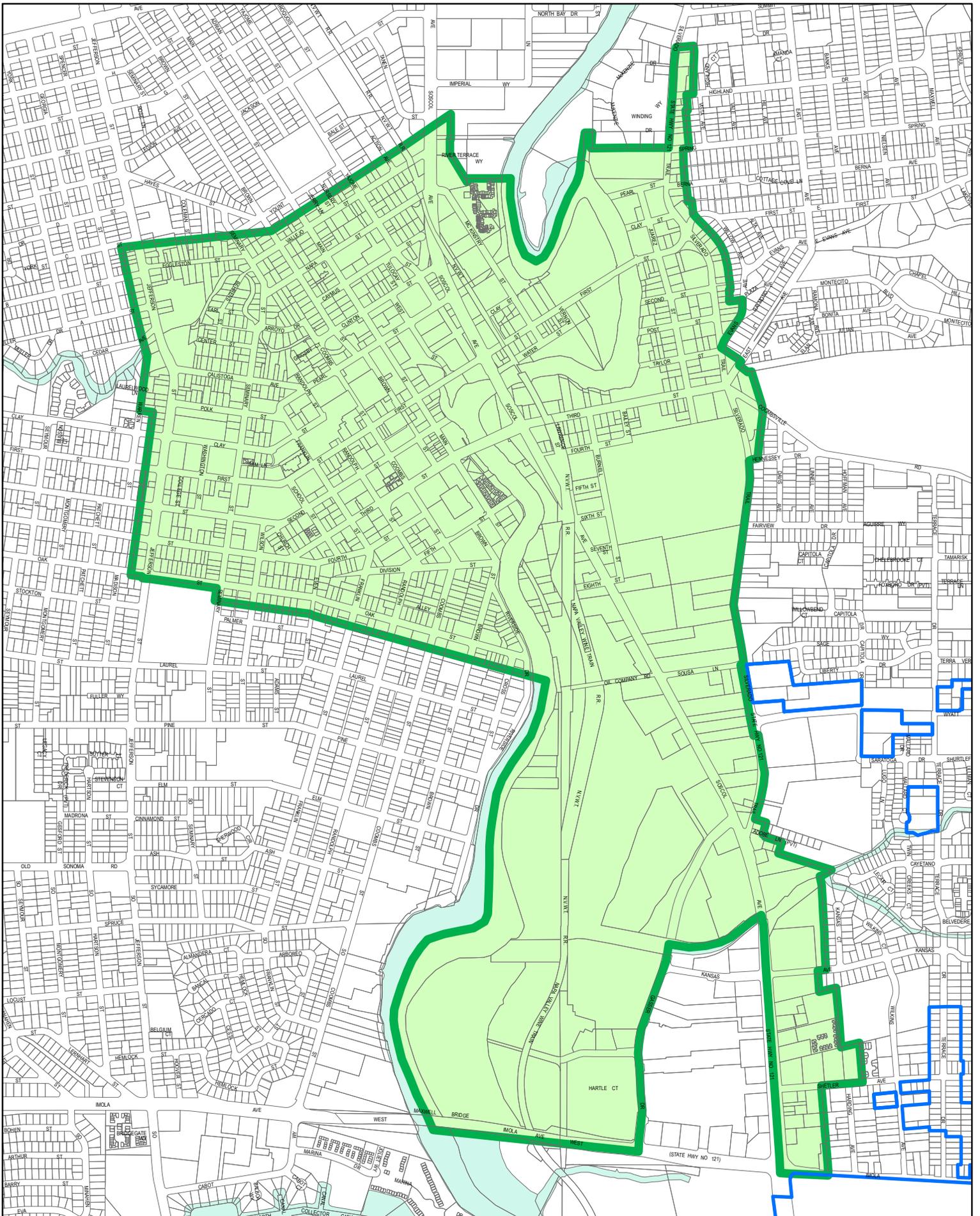
Part 6 – INFRASTRUCTURE BUDGET FOR PRIORITY AREA

Attach a completed Excel file on the FOCUS website for entering information about infrastructure needs and funding sources.

FOCUS is a regional, incentive-based development and conservation strategy for the San Francisco Bay Area. FOCUS is led by the Association of Bay Area Governments and the Metropolitan Transportation Commission in coordination with the Bay Area Air Quality Management District and the Bay Conservation and Development Commission. It is partially funded by a regional blueprint planning grant from the State of California Business, Transportation, and Housing Agency.

Part 7 – FOR EMPLOYMENT CENTER PLACE TYPE PROPOSALS <u>ONLY</u>		
Please provide the following information for the <u>entire jurisdiction</u> .		
	Current Conditions (Year:))	General Plan (Horizon Year:))
Total Jobs		
Total Households		
Total Employed Residents		

E-mail this completed application form and attachments requested to FOCUS@abag.ca.gov, and mail one hard copy of this application and attachments requested to the Association of Bay Area Governments, Attn: Jackie Reinhart, P.O. Box 2050, Oakland, CA 94604-2050. Please contact Jackie Reinhart, ABAG Regional Planner, at JackieR@abag.ca.gov or 510-464-7994 with questions about the application.



0 200 400 800 1,200 1,600 Feet



City of Napa Proposed PDA



Map by City of Napa GIS Services

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PDF File Location: P:\GIS_Maps\PDF_Maps\Planing\GIS_Social_Gateway.PDF
Printer: 10/20/20

Area Overview - The City of Napa is a community of approximately 77,000 residents located in the northern part of the San Francisco Bay Area. It is the largest of five incorporated cities in Napa County, serving as the County seat and providing a gateway to the world famous Napa Valley. The City of Napa in its own right has become a world class destination that offers a unique environment of entertainment, culinary and wine-related experiences in a modest-sized urban environment that is surrounded by agriculture and open space.

Since 2000, Napa has experienced significant growth. This is particularly true in Downtown Napa and along the Soscol Gateway corridor—a significant connection between Downtown Napa, Highway 29 and the greater Bay Area. Several mixed use commercial-residential and hotel developments have been constructed in these areas in recent years reflecting Napa's smart growth principles and strong city-centered planning practices. To retain existing commercial uses and encourage new commercial and residential development in the downtown and its environs, Napa prepared comprehensive master plans for Downtown Napa and the Soscol Gateway area. These comprehensive plans propose 1,274 housing units (976 net new units) in the 20 to 30 year horizon. Although development recently slowed resulting from the national recession, the vision remains as a solid foundation for attracting and retaining new local-serving uses, hotels and residential development in the future.

Area Vision - The Downtown Napa/Soscol Gateway area will guide public and private investment in this area, which is being transformed by the Napa River Flood Protection Project. As outlined in adopted plans for the area, the vision provides an overall framework for land use, circulation, open space, and the foundation for new neighborhoods and revitalization of existing neighborhoods. The Soscol Gateway Corridor Plan contains 376 acres, including 24.7 acres of land rezoned to accommodate the transit center and mixed residential-commercial uses, a 2.5-acre portion of the Napa Expo, and the 80-acre Gasser site. Construction is underway for the NCTPA transit center and Gasser South development which includes a 12-screen movie theater and 30,000 square feet of associated commercial-retail space in an entertainment village. Also, community-serving facilities are either near completion or are completed, including a 60-bed homeless shelter and 24 units of transitional housing, and 30,000 square feet of office space for non-profit organizations is planned. Future development of Gasser North includes Tulocay Village and Tulocay Square —a mixed-density residential neighborhood with 80,000 square feet of commercial-retail space. Within the Soscol Gateway Corridor, a minimum of 458 new housing units are planned at densities up to 40 du/acre, including 20% affordable housing to lower-income residents. These neighborhoods will connect to 13 acres of open space and wetlands through a network of public use trails linking the commercial development, Napa River trails and Downtown Napa.

Similarly, the Downtown Specific Plan enhances Napa's unique, colorful and historically significant Downtown to meet the needs of existing and new residents, while continuing to draw visitors from around the region and world. The pursuit to prepare the Downtown Napa Specific Plan, which began in 2009 and was adopted by the Napa City Council in May 2012, will provide the guiding framework for realizing the vision of a vibrant, healthy and balanced pedestrian-oriented city center. To help achieve its objectives, the Specific Plan outlines a set of recommended improvements to cultivate a physically attractive, economically healthy and socially animated city center where people choose to live and visit. This includes establishing an appropriate mix, density and orientation of residential and commercial uses to improve the business environment and provide people with more opportunities to live, work and play in Downtown Napa. It also entails enhancing the auto, transit and bicycle circulation network and pedestrian streetscape. Such improvements will allow people to have easy and efficient access into and out of Downtown, as well as great mobility options throughout the city core.

Both the approved Soscol Gateway Corridor vision and the Downtown Napa Specific Plan help to achieve Napa's overall community vision of protecting farmland and vineyards surrounding the community while focusing development inside the Rural Urban Limit (RUL). This helps support citizen-initiated efforts to provide efficient, well-designed use of land by mixing jobs and housing in one place. Additionally, this vision provides opportunities to create neighborhoods close to services, including countywide and regional transit, and to integrate open space into the community fabric.

Public transit is a significant part of Napa's future plans for success. The NCTPA operates Napa's fixed route transit service (VINE) which serves greater Napa County and destinations in Solano and Sonoma Counties. Napa's existing transit hub is located in Downtown Napa, less than one-quarter mile from the Soscol Gateway area. Scheduled to be completed in 2013, a new intermodal Transit Center is currently under construction on the southwest corner of Fourth and Burnell Streets. The new Transit Center will be centrally located one block east of Downtown Napa, one block south of the Oxbow Public Market, and immediately adjacent to the Napa County Expo and Soscol Gateway area and will provide transit with 20-minute headways with access to light rail and commuter services, as well as close proximity to a future boat dock capable of ferry service as future opportunities arise.

Planned Priority Development Area - The Downtown Napa/Soscol Gateway PDA generally follows the boundaries the Soscol Gateway Corridor as outlined in Napa's adopted Soscol Gateway Vision (2004) and the Soscol Gateway Redevelopment Project Area (2007). The Downtown Specific Plan area boundaries include the Napa River on the east, Division and Third Streets on the south, and Jefferson Street on the west. The northern boundary generally follows the zigzagging edge of the existing "Downtown Commercial" zoning area boundary adjacent to northern residential neighborhoods along Polk and Caymus Streets west of Soscol Avenue. The boundaries extend east to include the Oxbow Public Market and former Copia site east of Soscol Avenue. The Planning Area encompasses approximately 58 acres.

Napa County is a predominantly agricultural community and the City of Napa, along with the four other incorporated cities within the County, are served by Highway 29 and Silverado Trail (from Napa north to Calistoga) which extends through the vast agricultural and open space lands ubiquitous in Napa Valley. Much of this land is protected by voter initiative (Measures J and P and the City's RUL) and by recognized conservation areas that cannot be developed in the future, except when specifically associated with agricultural activities or a vote of the people. The Downtown Napa/Soscol Gateway PDA provides for compact, mixed-use development of substantial new residential and commercial uses that will serve existing residents and new residents in the 976 new dwelling units planned for the area. These residential neighborhoods or "villages" will be walkable, located near services and transportation, connected by trails to recreation and open space, and located in and near Napa's historic downtown.

To fully realize and implement the vision of the PDA, resources are necessary to address infrastructure deficiencies, including those primarily related to drainage and circulation (e.g., street, bicycle and pedestrian improvements). General upgrades to roads, road maintenance and traffic delays at key intersections have been identified as deficiencies needing to be addressed with future development. The total cost associated with all infrastructure needs in the Soscol Gateway area is approximately \$50 million. However, many improvements are already underway. New Hartle Court is presently under construction as part of the Gasser Theater Project, and improvements at the Imola/Gasser (Kansas) Street intersections will be completed as part of this project. Within the Downtown Specific Plan area the infrastructure needs are approximately \$38 million, which will create more than 1,600 jobs and bring more than 1,400 people to the Downtown. Densities and floor area ratios are increased along with the creation of flexibility in building height, parking requirements and similar strategies to accommodate the vision for a city-centered, sustainable Downtown with residents living near services. Collectively, these strategies provide increased housing and transportation alternatives to the community and align with regional goals for creating a complete community and planning for land use, transportation and the environment.

Community Involvement – Planning and developing the vision for the Soscol Gateway Corridor involved significant opportunities for community involvement since 2002 when the planning effort began with the visioning process for the Flood Protection Project intended to attract a new river edge and open up previously flood-prone land for development. Numerous planning documents were prepared and each of these documents reflects the public process and numerous opportunities for public input. This includes adoption of the Soscol Corridor/Downtown Riverfront Development & Design Guidelines (2000), Soscol Gateway Vision (2004), Soscol Gateway Implementation Plan (2006), Soscol Gateway Redevelopment Plan and EIR (2007),

Soscol Gateway/East Napa Historic Context Statement and Survey Report (2010), and the Preliminary Drainage Plan for Interior Drainage within the study area, which is now complete and final design is underway. The public process supported the regional Vine Trail and citywide River Trail, which will connect through the area and are embraced as key recreational and economic assets to the area. These connections help achieve the objective of providing resources to residents and visitors of the planned PDA. Additionally, the Napa Countywide Bicycle Plan identifies several key routes and links throughout the county, including connections through the planned PDA.

As part of the Downtown planning effort, the City led a broad community-based process that engaged local stakeholder agencies, business and property owners, neighborhood representatives, elected and appointed officials, and members of the public. In order to garner input from the widest range of participants, the community outreach and engagement process was broad in its approach. The process included large community workshops, stakeholder interviews and focus groups, meetings of a steering committee, City Council and Planning Commission sessions, and special outreach events to specific segments of the Napa community such as youth and Latinos. Technical tools, including a comprehensive website and surveys, were also utilized. A 15-member Downtown Steering Committee was also created to bring together representatives from the community to help guide the planning process and provide input on specific tasks. The varied perspectives of the committee members brought a depth and breadth of knowledge and interests to all aspects of the Specific Plan. Over 30 meetings were held as part of this process, and more meetings are scheduled through to completion of the project in April 2012.

Leadership in Planning - The Downtown Napa/Soscol Gateway PDA illustrates leadership in planning by consolidating complex issues into a comprehensive mixed-use development plan for the area to achieve a vision of revitalized existing commercial and residential uses with access to a variety of transportation opportunities, creation of new residential neighborhoods. The PDA establishes the foundation for how mid-sized rural towns can plan for city-centered growth in a way that protects both a community's unique natural and built resources and provides a place for people to live, work and visit. Destination communities do not have to be pristine places to look but not touch. Napa is positioned in the next 20 years to provide leadership in planning for land use, transportation and the environment with the Bay Area region and beyond.

RESOLUTION R2012 4

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NAPA, STATE OF CALIFORNIA, AUTHORIZING THE SUBMITTAL OF APPLICATIONS TO ABAG TO DESIGNATE DOWNTOWN NAPA AND SOSCOL GATEWAY CORRIDOR AS PRIORITY DEVELOPMENT AREAS

WHEREAS, the Association of Bay Area Governments (“ABAG”) and the Metropolitan Transportation Commission in coordination with the Bay Area Air Quality Management District and Bay Conservation and Development Commission (collectively, the “regional agencies”) are undertaking a regional planning initiative called FOCUS; and

WHEREAS, FOCUS program goals support a future regional development pattern that is compact and connected; and

WHEREAS, the regional agencies seek local government partners to create a specific and shared concept where growth can be accommodated in Priority Development Area (“PDAs”) in the region; and

WHEREAS, PDAs must be within an existing community, near existing or planned fixed transit (or served by comparable bus service) and planned for more housing (or is undergoing a planning process for more housing); and

WHEREAS, local governments in the nine county San Francisco Bay Area are eligible to apply for designation of an area within their community as a PDA; and

WHEREAS, the regional agencies are committed to securing incentives and providing technical assistance to designated PDAs so that positive change can be achieved in communities working to advance focused growth; and

WHEREAS, Downtown Napa represents a potential PDA which is characterized as the planning area boundaries of the City’s Downtown Specific Plan including generally Polk, Clinton, Caymus Streets to the north, Jefferson to the west, Division and Third Streets to the south, and the Napa River to the east; and

WHEREAS, Soscol Gateway Corridor also represents a potential PDA which is located in the southern part of Napa generally between Silverado Trail and Soscol Avenue south of Silverado Trail to the east, the Napa River to the west, Highland Drive to the north, and Imola Avenue to the south.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Napa, as follows:

ATTACHMENT C

**ASSOCIATION OF BAY AREA GOVERNMENTS
EXECUTIVE BOARD**

RESOLUTION NO. 11-12

**RESOLUTION ADOPTING AND DESIGNATING
INVESTMENT AREAS**

WHEREAS, the Executive Board of the Association of Bay Area Governments (ABAG) has previously approved designation of Priority Development Areas (PDAs) nominated by local jurisdictions: infill development opportunities within existing communities, near existing or planned fixed transit or served by comparable bus service, and planned for more housing; and

WHEREAS, pursuant to SB 375, the Executive Board approved a draft Jobs-Housing Connection Strategy (Strategy) as part of the draft Sustainable Communities Strategy (SCS) which uses PDAs as a foundation for the forecasted development pattern in the SCS; and

WHEREAS, in a memorandum dated July 10, 2012, ABAG staff recommends the creation of Investment Areas to address the unique challenges of implementing the SCS in rural communities and communities with high levels of single-use employment centers and to designate specific areas as Investment Areas.

NOW, THEREFORE, BE IT RESOLVED, that the Executive Board of the Association of Bay Area Governments hereby creates Investment Areas and designates the following specific areas as Investment Areas, all as recommended by the ABAG staff in the staff memorandum dated July 10, 2012:

1. Rumrill Boulevard Employment Investment Area
2. East Whisman Employment Investment Area
3. International Business Park Employment Investment Area
4. Old Edenville Employment Investment Area
5. Moffett Park Employment Investment Area
6. Peery Park Employment Investment Area
7. Reamwood Employment Investment Area
8. Benicia Northern Gateway Employment Investment Area
9. Sonoma County Airport Business Center Employment Investment Area
10. Rio Vista Rural Community Investment Area
11. Forestville Rural Community Investment Area
12. Guerneville Rural Community Investment Area
13. Larkfield Rural Community Investment Area
14. Graton Rural Community Investment Area
15. Penngrove Rural Community Investment Area
16. The Springs Rural Community Investment Area
17. El Granada Rural Community Investment Area

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 11-12**

- 18. Mirimar Rural Community Investment Area
- 19. Montara North Rural Community Investment Area
- 20. Moss Beach Rural Community Investment Area
- 21. Princeton Rural Community Investment Area

The foregoing adopted by the Executive Board this 19th day of July, 2012.

Mark Luce
President

Certification of Executive Board Approval

I, the undersigned, the appointed and qualified Secretary-Treasurer of the Association of Bay Area Governments (Association), do hereby certify that the foregoing resolution was adopted by the Executive Board of the Association at a duly called meeting held on the 19th day of July, 2012.

Ezra Rapport
Secretary-Treasurer

Approved as To Legal Form

Kenneth K. Moy
Legal Counsel