

# PDA-FOCUSED UPZONING

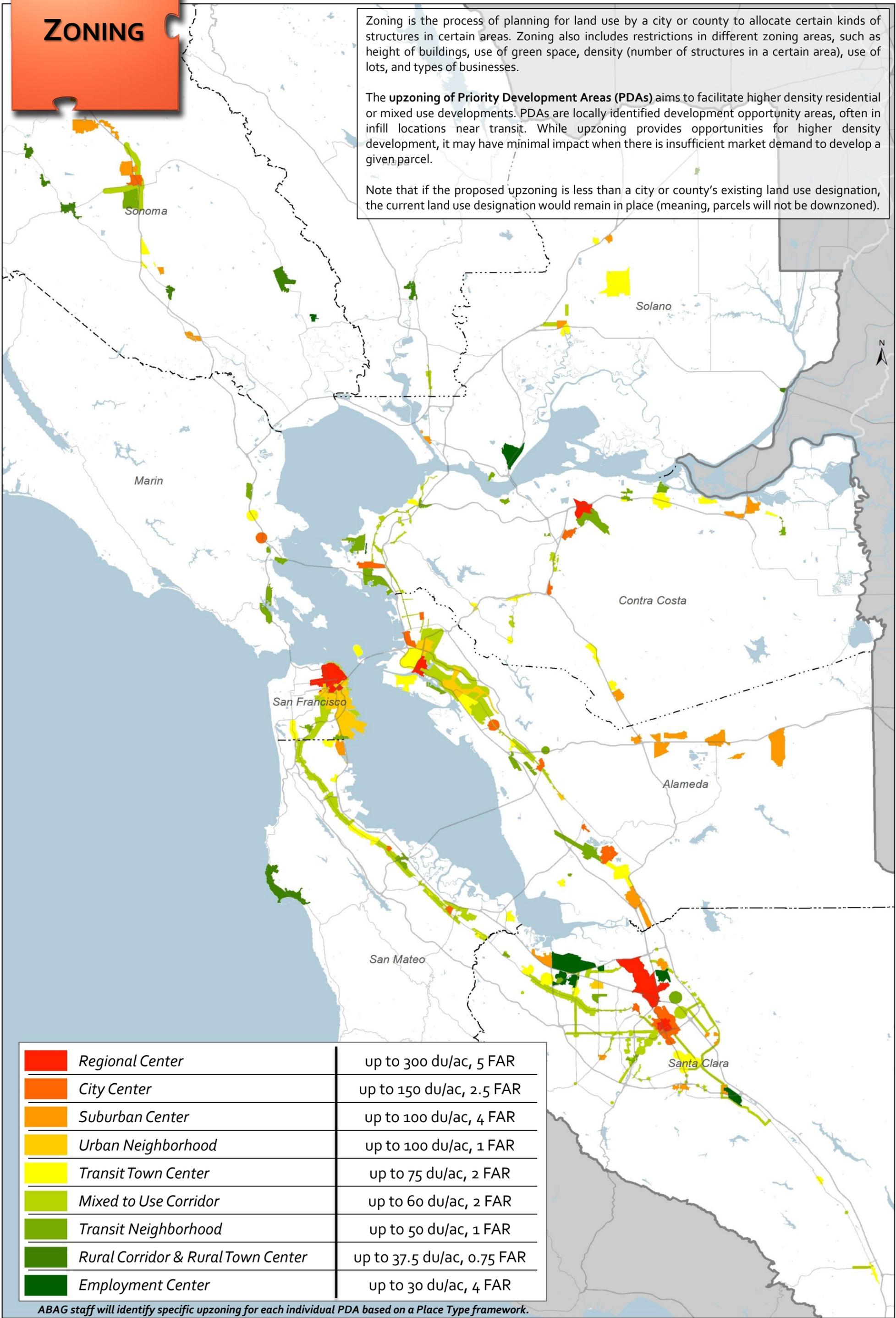
Updated 7/12/12

## ZONING

Zoning is the process of planning for land use by a city or county to allocate certain kinds of structures in certain areas. Zoning also includes restrictions in different zoning areas, such as height of buildings, use of green space, density (number of structures in a certain area), use of lots, and types of businesses.

The **upzoning of Priority Development Areas (PDAs)** aims to facilitate higher density residential or mixed use developments. PDAs are locally identified development opportunity areas, often in infill locations near transit. While upzoning provides opportunities for higher density development, it may have minimal impact when there is insufficient market demand to develop a given parcel.

Note that if the proposed upzoning is less than a city or county's existing land use designation, the current land use designation would remain in place (meaning, parcels will not be downzoned).



	<i>Regional Center</i>	up to 300 du/ac, 5 FAR
	<i>City Center</i>	up to 150 du/ac, 2.5 FAR
	<i>Suburban Center</i>	up to 100 du/ac, 4 FAR
	<i>Urban Neighborhood</i>	up to 100 du/ac, 1 FAR
	<i>Transit Town Center</i>	up to 75 du/ac, 2 FAR
	<i>Mixed to Use Corridor</i>	up to 60 du/ac, 2 FAR
	<i>Transit Neighborhood</i>	up to 50 du/ac, 1 FAR
	<i>Rural Corridor &amp; Rural Town Center</i>	up to 37.5 du/ac, 0.75 FAR
	<i>Employment Center</i>	up to 30 du/ac, 4 FAR

ABAG staff will identify specific upzoning for each individual PDA based on a Place Type framework.

# TPP-FOCUSED UPZONING

Updated 7/12/12

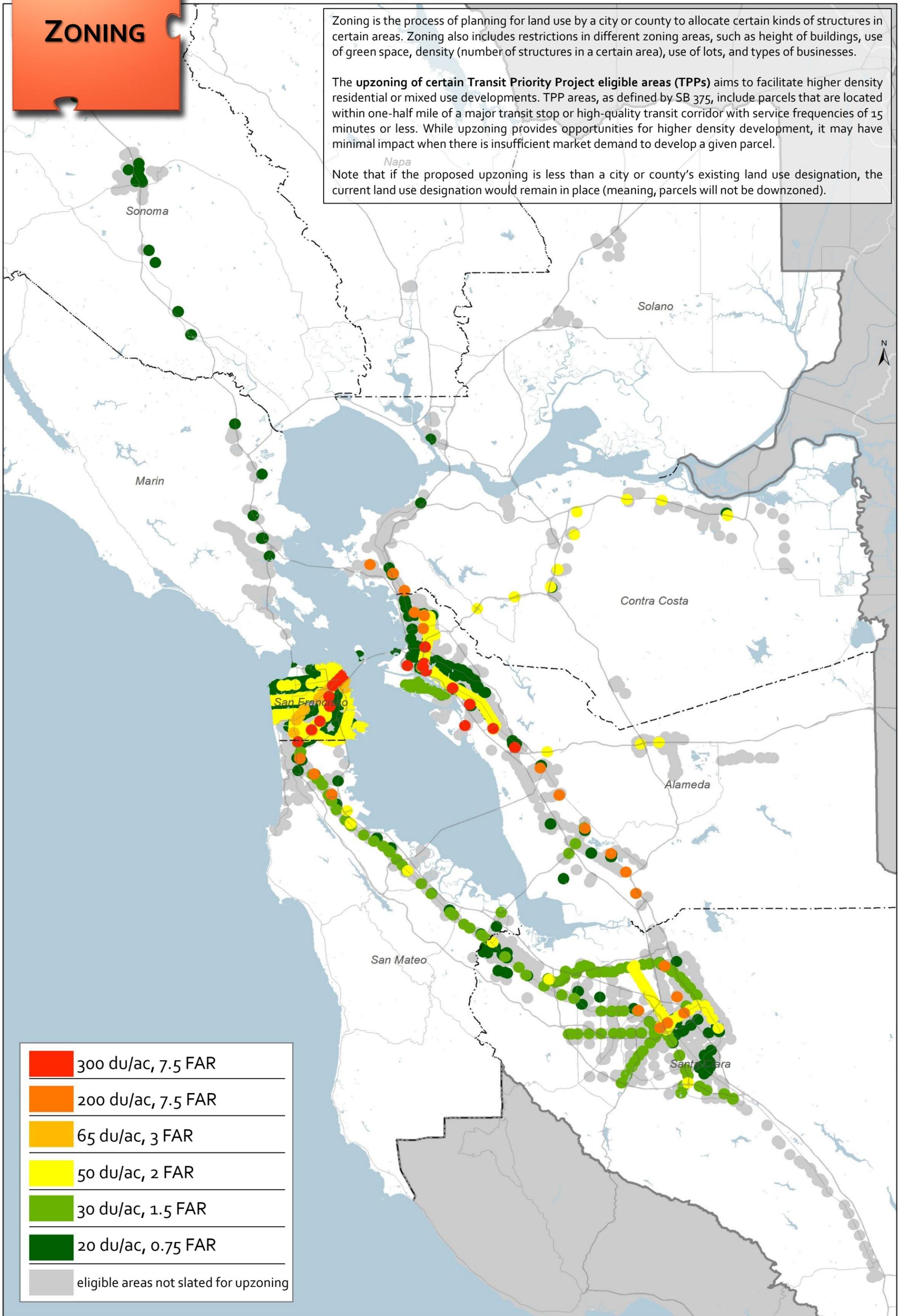
## ZONING

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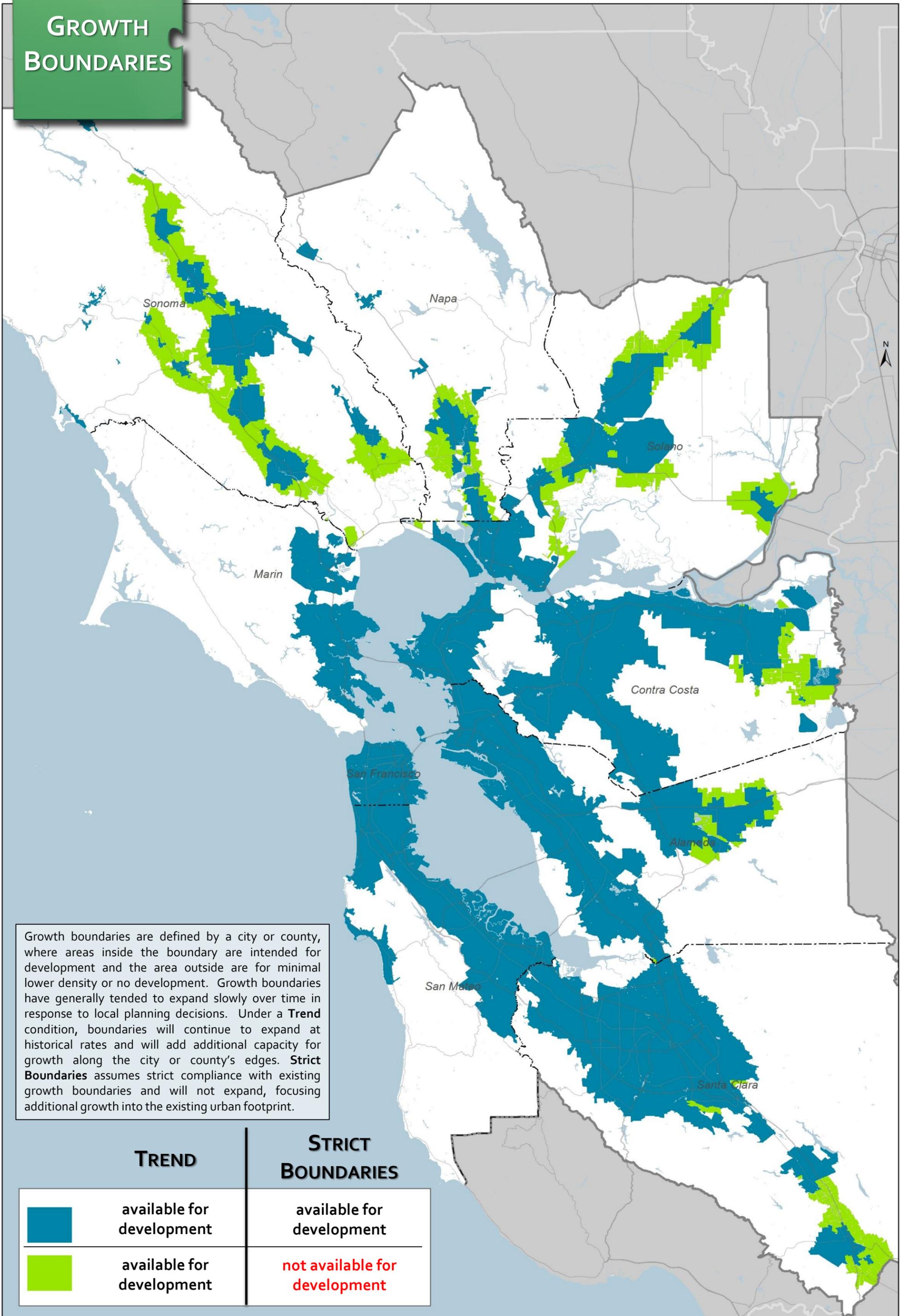
The **upzoning of certain Transit Priority Project eligible areas (TPPs)** aims to facilitate higher density residential or mixed use developments. TPP areas, as defined by SB 375, include parcels that are located within one-half mile of a major transit stop or high-quality transit corridor with service frequencies of 15 minutes or less. While upzoning provides opportunities for higher density development, it may have minimal impact when there is insufficient market demand to develop a given parcel.

*Napa*

Note that if the proposed upzoning is less than a city or county's existing land use designation, the current land use designation would remain in place (meaning, parcels will not be downzoned).



# GROWTH BOUNDARIES



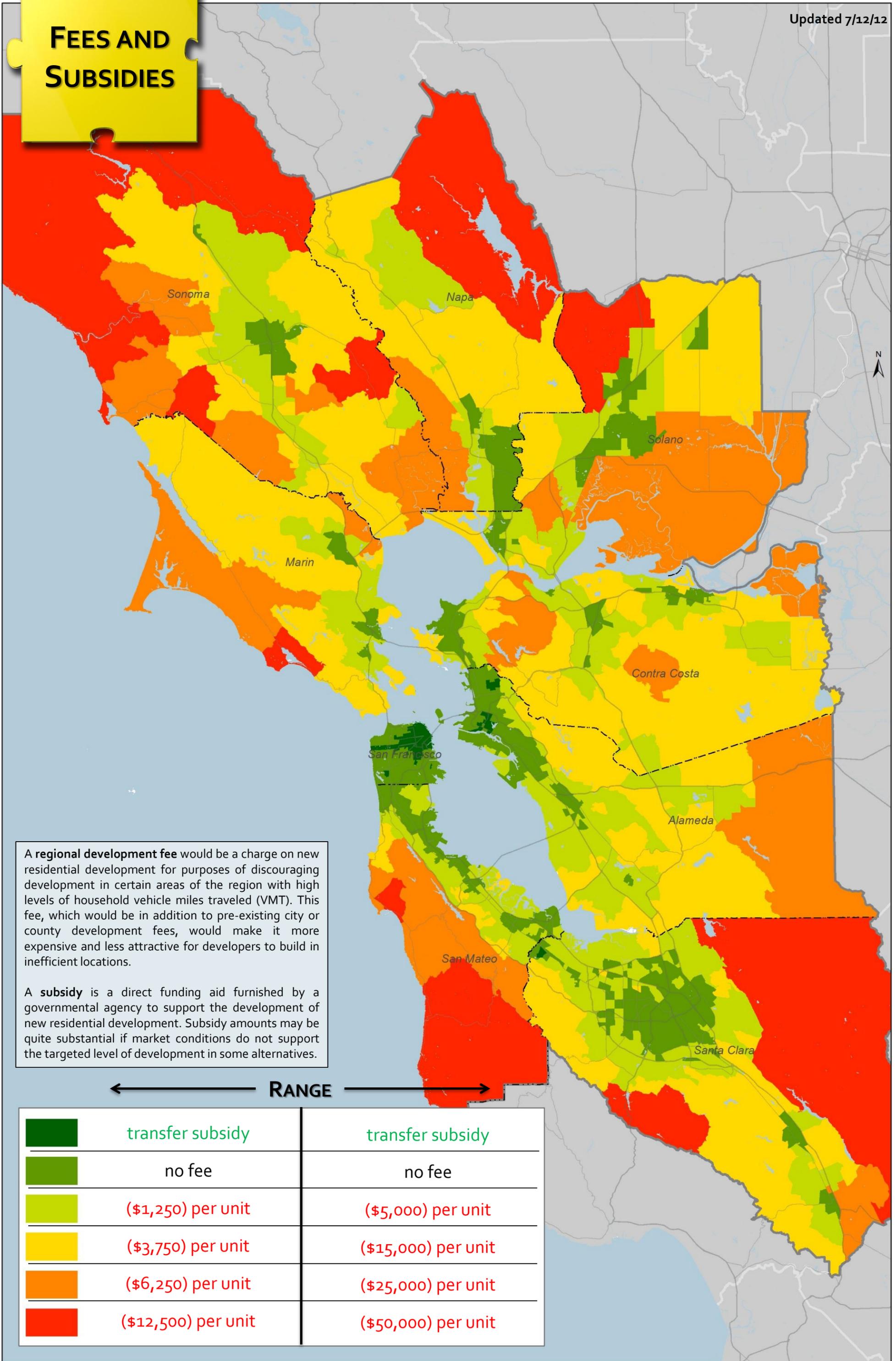
Growth boundaries are defined by a city or county, where areas inside the boundary are intended for development and the area outside are for minimal lower density or no development. Growth boundaries have generally tended to expand slowly over time in response to local planning decisions. Under a **Trend** condition, boundaries will continue to expand at historical rates and will add additional capacity for growth along the city or county's edges. **Strict Boundaries** assumes strict compliance with existing growth boundaries and will not expand, focusing additional growth into the existing urban footprint.

TREND		STRICT BOUNDARIES	
	available for development		available for development
	available for development		not available for development

# REGIONAL DEVELOPMENT FEE: INCREMENTAL RESIDENTIAL FEE

Updated 7/12/12

## FEES AND SUBSIDIES



A **regional development fee** would be a charge on new residential development for purposes of discouraging development in certain areas of the region with high levels of household vehicle miles traveled (VMT). This fee, which would be in addition to pre-existing city or county development fees, would make it more expensive and less attractive for developers to build in inefficient locations.

A **subsidy** is a direct funding aid furnished by a governmental agency to support the development of new residential development. Subsidy amounts may be quite substantial if market conditions do not support the targeted level of development in some alternatives.

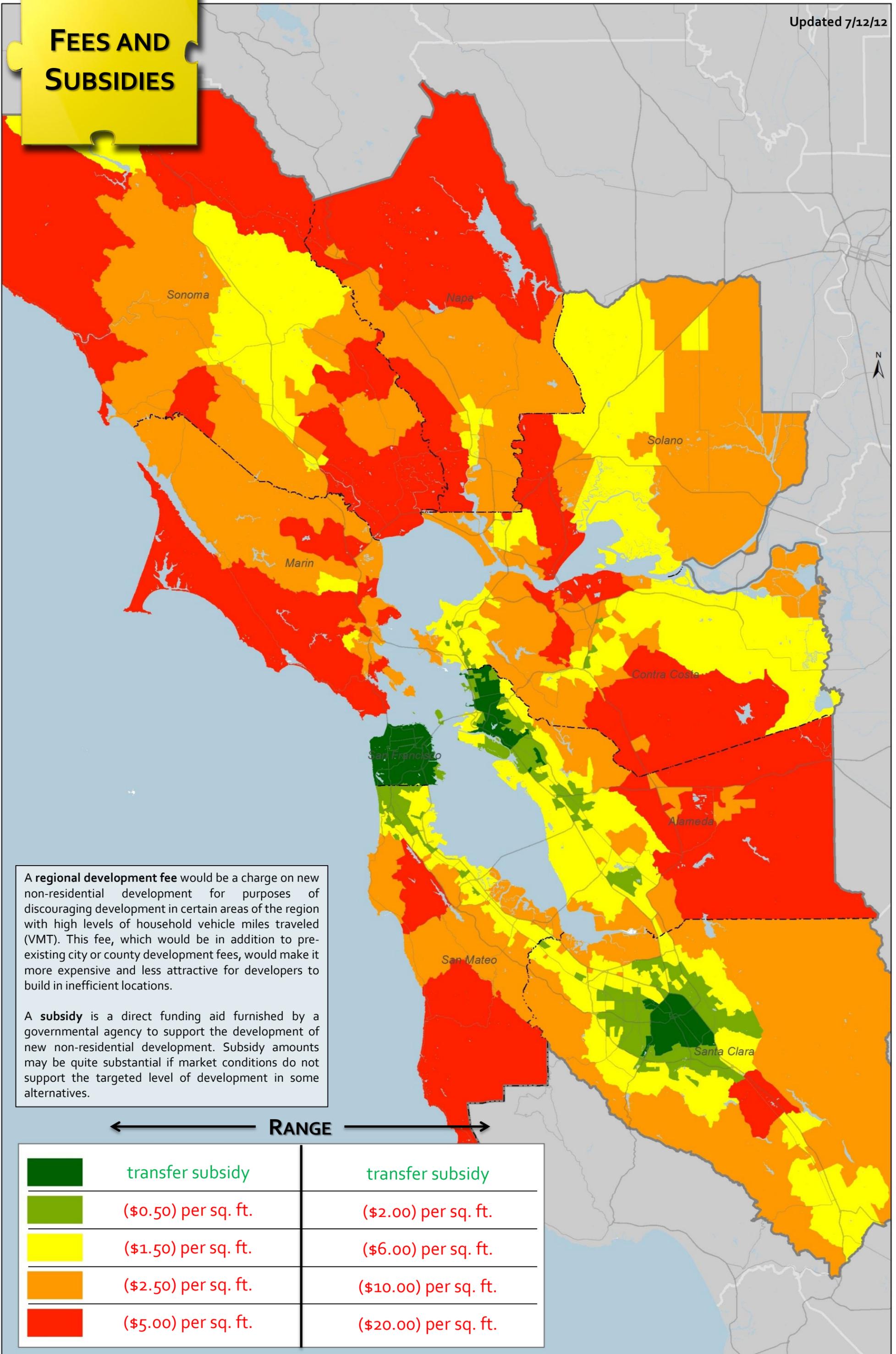
← RANGE →

	transfer subsidy	transfer subsidy
	no fee	no fee
	(\$1,250) per unit	(\$5,000) per unit
	(\$3,750) per unit	(\$15,000) per unit
	(\$6,250) per unit	(\$25,000) per unit
	(\$12,500) per unit	(\$50,000) per unit

# REGIONAL DEVELOPMENT FEE: INCREMENTAL NON-RESIDENTIAL FEE

Updated 7/12/12

## FEES AND SUBSIDIES



A **regional development fee** would be a charge on new non-residential development for purposes of discouraging development in certain areas of the region with high levels of household vehicle miles traveled (VMT). This fee, which would be in addition to pre-existing city or county development fees, would make it more expensive and less attractive for developers to build in inefficient locations.

A **subsidy** is a direct funding aid furnished by a governmental agency to support the development of new non-residential development. Subsidy amounts may be quite substantial if market conditions do not support the targeted level of development in some alternatives.

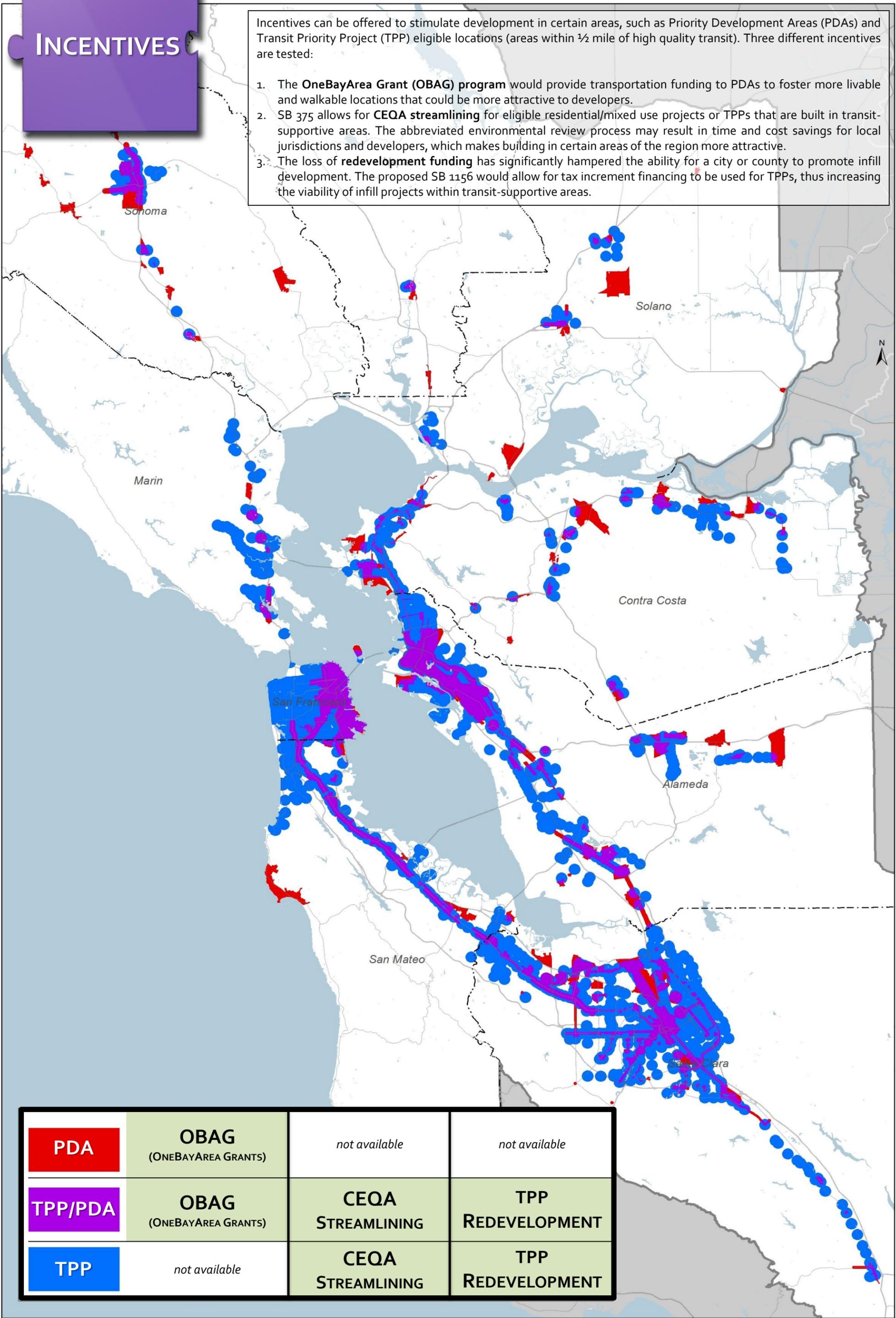
← RANGE →

	transfer subsidy	transfer subsidy
	(\$0.50) per sq. ft.	(\$2.00) per sq. ft.
	(\$1.50) per sq. ft.	(\$6.00) per sq. ft.
	(\$2.50) per sq. ft.	(\$10.00) per sq. ft.
	(\$5.00) per sq. ft.	(\$20.00) per sq. ft.

# INCENTIVES

Incentives can be offered to stimulate development in certain areas, such as Priority Development Areas (PDAs) and Transit Priority Project (TPP) eligible locations (areas within 1/2 mile of high quality transit). Three different incentives are tested:

1. The **OneBayArea Grant (OBAG) program** would provide transportation funding to PDAs to foster more livable and walkable locations that could be more attractive to developers.
2. SB 375 allows for **CEQA streamlining** for eligible residential/mixed use projects or TPPs that are built in transit-supportive areas. The abbreviated environmental review process may result in time and cost savings for local jurisdictions and developers, which makes building in certain areas of the region more attractive.
3. The loss of **redevelopment funding** has significantly hampered the ability for a city or county to promote infill development. The proposed SB 1156 would allow for tax increment financing to be used for TPPs, thus increasing the viability of infill projects within transit-supportive areas.



<b>PDA</b>	<b>OBAG</b> (ONEBAYAREA GRANTS)	<i>not available</i>	<i>not available</i>
<b>TPP/PDA</b>	<b>OBAG</b> (ONEBAYAREA GRANTS)	<b>CEQA STREAMLINING</b>	<b>TPP REDEVELOPMENT</b>
<b>TPP</b>	<i>not available</i>	<b>CEQA STREAMLINING</b>	<b>TPP REDEVELOPMENT</b>

# INCENTIVES

## Senate Bill 375 CEQA Streamlining

### HOW TO QUALIFY FOR SB 375 CEQA STREAMLINING

To encourage land use planning and development that is consistent with a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS), Senate Bill (SB) 375 includes California Environmental Quality Act (CEQA) provisions that can be used by lead agencies to streamline projects that align transit and residential development. To take advantage of these CEQA streamlining provisions, a project must pre-qualify based on the following two criteria:

#### CEQA Streamlining

SB 375 provides CEQA streamlining provisions for certain “residential or mixed use residential projects” and “transit priority projects” to encourage integrated land use and transportation planning. MTC and ABAG’s role is to include the appropriate land use and transportation information in the Plan and EIR, including general land use designations, density, building intensities, and applicable policies, so that lead agencies/local jurisdictions can utilize SB 375 CEQA streamlining provisions for their development projects and make their own consistency determinations with the adopted Plan Bay Area (expected Spring 2013).

#### Local Planning and SB 375

Agencies that find CEQA Streamlining provisions helpful have the opportunity, but are not obligated, to align their local planning decisions with the adopted Plan Bay Area (Spring 2013). Projects that use the SB 375 CEQA provisions will still need to obtain discretionary permits or other approvals from the lead agency and responsible agency. Regardless of any CEQA Streamlining or exemption benefits that a project receives from the SB 375 CEQA provisions, the lead agency must consider the merits of the project before moving forward with project approvals in accordance with local codes and procedures. Responsible agencies will also need to rely on the CEQA document prepared by the lead agency prior to issuing permits or otherwise approving the project.

#### 1. A project must be consistent with the SCS (or APS).

A project must be consistent with the land use designation, density, building intensity, and applicable policies in an approved SCS or APS.

#### 2. A project must be considered a Residential/Mixed-Use Residential Project or a Transit Priority Project (TPP) (as defined in SB 375).

##### To Qualify As a Residential and Mixed Use Project:

- At least 75 percent of the total building square footage of the project must consist of residential use.

##### To Qualify as a TPP:

- The project must contain at least 50 percent residential use, based on total building square footage, and if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75.
- The project must provide a minimum net density of at least 20 dwelling units per acre.
- The project must be within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.

**One-half mile of a major transit stop or high-quality transit corridor** includes projects where all parcels within the project have no more than 25 percent of their area farther than one-half mile from the stop or corridor, and if not more than 10 percent of the residential units or 100 units (whichever is less) in the project are farther than one-half mile from stop or corridor.

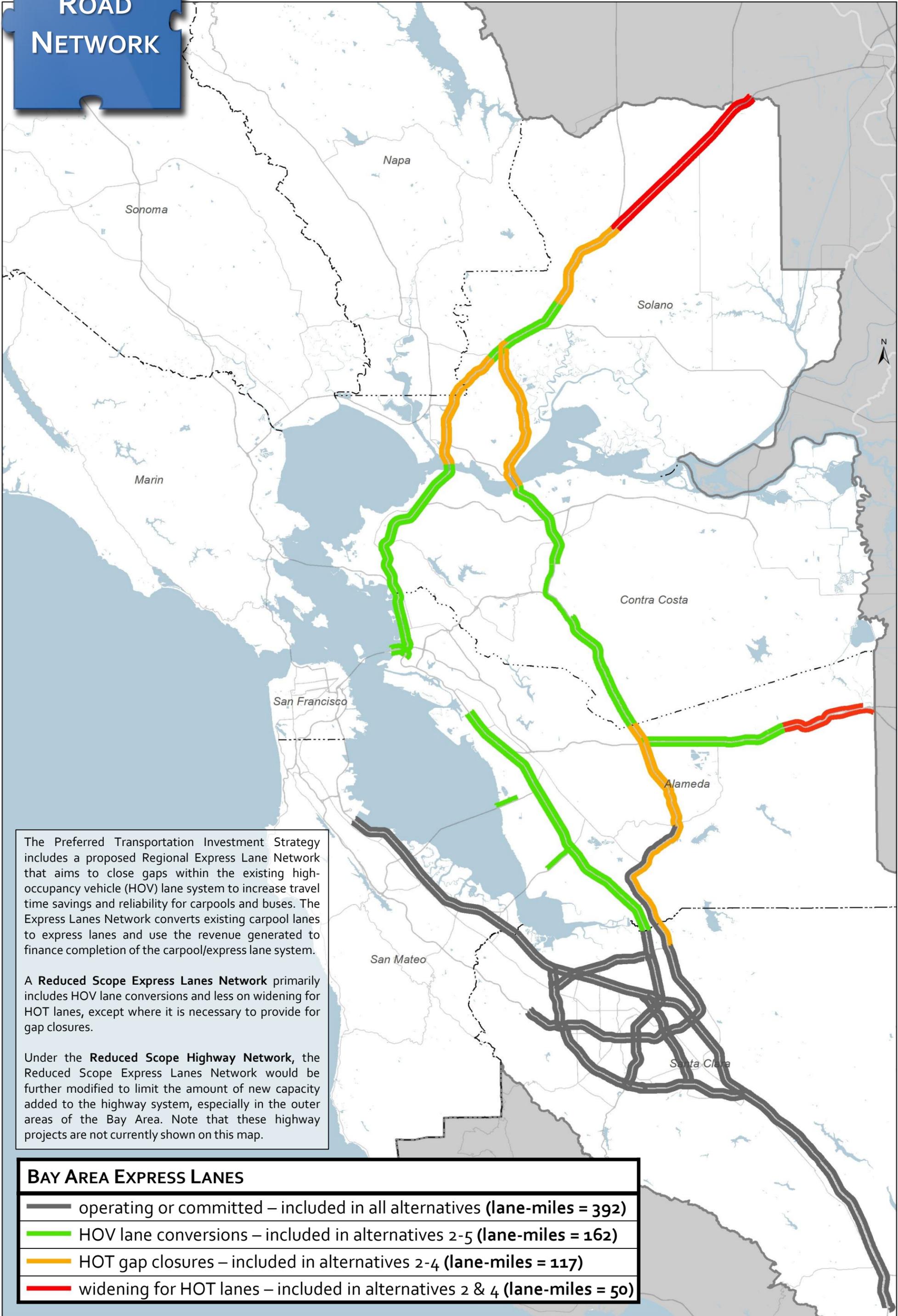
**A major transit stop** is defined as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

**A high-quality transit corridor** is defined as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

### SB 375 CEQA Streamlining provisions are applicable if proposed residential/mixed use projects are consistent with the land use designation, density, intensity, and policies of Plan Bay Area.

CEQA STREAMLINING	PROJECT TYPE	QUALIFYING CRITERIA	LEAD AGENCY ACTION
<b>CEQA Exemption</b> (PRC § 21155.1)	Transit Priority Project (TPP)	<p><b>Complies with following environmental criteria:</b></p> <ol style="list-style-type: none"> <li>1. TPP served by existing utilities</li> <li>2. TPP site does not contain wetlands, riparian areas, or harm wildlife and/or protected species</li> <li>3. TPP not on Cortese List</li> <li>4. TPP subject to preliminary endangerment assessment to determine if any hazardous substances are on site</li> <li>5. TPP does not have a significant effect on historical resources</li> <li>6. TPP site not subject to public risk (fire, seismic activity, landslide, flood)</li> <li>7. TPP not located on developed open space</li> <li>8. TPP buildings are energy efficient</li> </ol> <p><b>Complies with following land use criteria:</b></p> <ol style="list-style-type: none"> <li>1. TPP site not more than eight acres</li> <li>2. TPP does not contain more than 200 residential units</li> <li>3. TPP does not result in a net loss of affordable housing within the project area</li> <li>4. TPP does not include any single level building exceeding 75,000 square feet</li> <li>5. Mitigation measures from prior EIRs have been incorporated</li> <li>6. TPP does not conflict with nearby industrial uses</li> <li>7. TPP located within one-half mile of rail transit station, high-quality transit corridor, or ferry terminal</li> <li>8. TPP meets one of following criteria: a) Sell at least 20% of housing to families of moderate income, 10% of housing rented to families of low income, or 5% of housing rented to families of very low income; or, b) Developer pays in-lieu fees, or; c) Provides public open space</li> </ol>	If the city or county's legislative body finds, after conducting a public hearing, that a TPP meets all specified requirements, the TPP is declared a sustainable communities project and shall be exempt. The Lead Agency may file a Notice of Exemption after approving the project.
<b>Sustainable Communities Environmental Assessment (SCEA)</b> (PRC § 21155.2(b))/ <b>Limited Analysis Environmental Impact Report (EIR)</b> (PRC § 21155.2(c))	Transit Priority Project (TPP)	<p><b>Prepare an Initial Study for a SCEA or Limited Analysis EIR that identifies:</b></p> <ol style="list-style-type: none"> <li>1. All significant impacts <u>except</u>: a) growth inducing impacts, and b) project specific or cumulative impacts from cars and light trucks on global warming or the regional transportation network</li> <li>2. Cumulative impacts addressed in a prior EIR</li> </ol> <p><b>SCEA criteria (similar to mitigated negative declaration):</b></p> <ol style="list-style-type: none"> <li>1. Contain mitigation measures to avoid or mitigate significant effects</li> </ol> <p><b>Limited Analysis EIR criteria:</b></p> <ol style="list-style-type: none"> <li>1. Not required to analyze off-site alternatives to the project</li> </ol>	Lead Agency must approve the SCEA prior to project approval. Responsible Agencies must consider the environmental document prepared by the Lead Agency and reach their own conclusions on whether and how to approve the project.
<b>CEQA Streamlining</b> (PRC § 21159.28(a and b))	Residential/ Mixed Use Project	<ol style="list-style-type: none"> <li>1. Incorporates mitigation measures required by an applicable prior Environmental Document</li> <li>2. Project's CEQA document <u>not</u> required to discuss: a) growth inducing impacts, b) project specific or cumulative impacts from cars and light trucks on global warming or regional transportation network, or c) a reduced density alternative (EIRs only)</li> </ol>	Lead Agency adopts or certifies CEQA document prior to project approval. Responsible Agencies must consider the environmental document prepared by the Lead Agency and reach their own conclusions on whether and how to approve the project.

# ROAD NETWORK



The Preferred Transportation Investment Strategy includes a proposed Regional Express Lane Network that aims to close gaps within the existing high-occupancy vehicle (HOV) lane system to increase travel time savings and reliability for carpools and buses. The Express Lanes Network converts existing carpool lanes to express lanes and use the revenue generated to finance completion of the carpool/express lane system.

A **Reduced Scope Express Lanes Network** primarily includes HOV lane conversions and less on widening for HOT lanes, except where it is necessary to provide for gap closures.

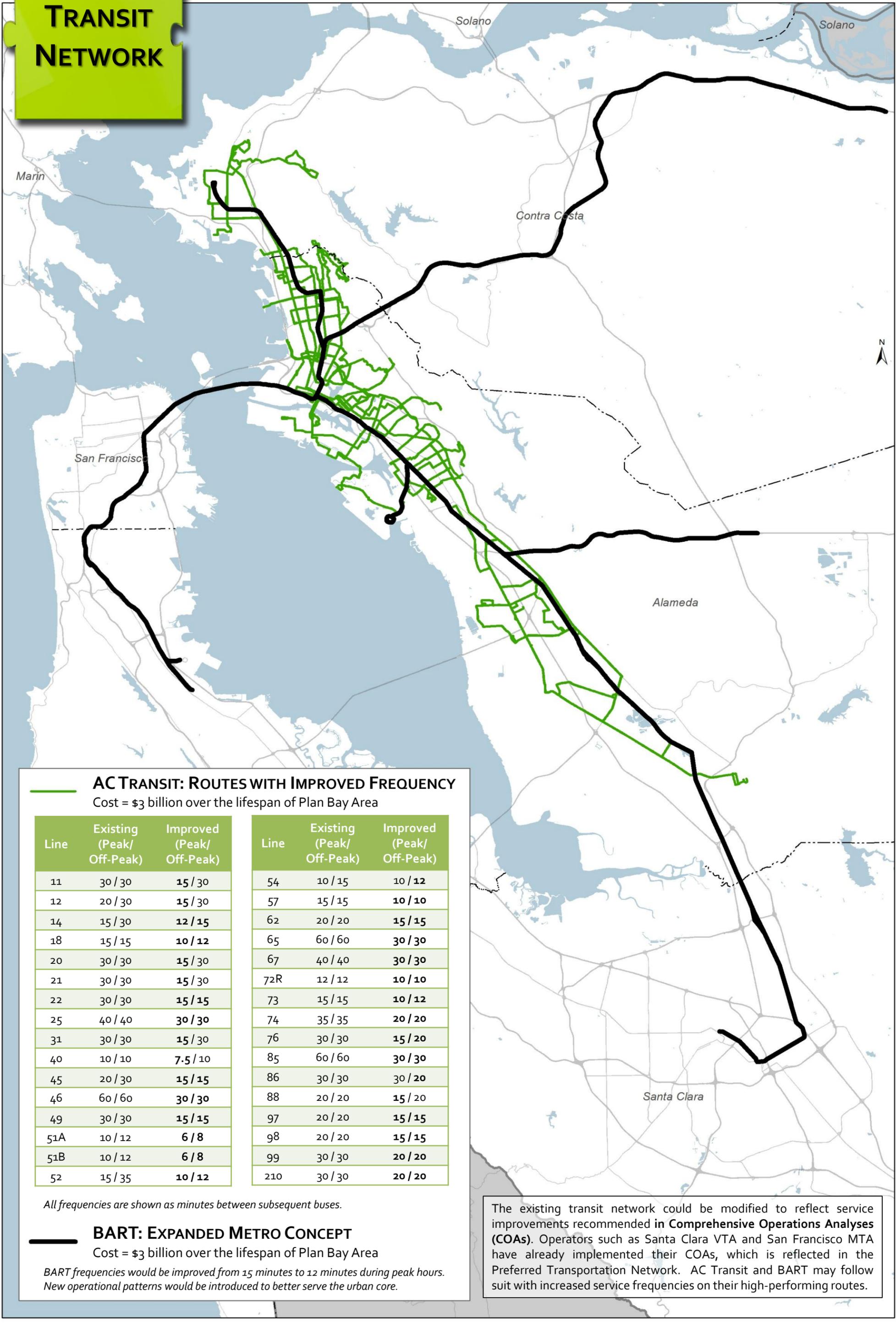
Under the **Reduced Scope Highway Network**, the Reduced Scope Express Lanes Network would be further modified to limit the amount of new capacity added to the highway system, especially in the outer areas of the Bay Area. Note that these highway projects are not currently shown on this map.

BAY AREA EXPRESS LANES	
	operating or committed – included in all alternatives (lane-miles = 392)
	HOV lane conversions – included in alternatives 2-5 (lane-miles = 162)
	HOT gap closures – included in alternatives 2-4 (lane-miles = 117)
	widening for HOT lanes – included in alternatives 2 & 4 (lane-miles = 50)

# INCREASE TRANSIT FUNDING FOR COAS

Updated 7/12/12

**TRANSIT NETWORK**



## AC TRANSIT: ROUTES WITH IMPROVED FREQUENCY

Cost = \$3 billion over the lifespan of Plan Bay Area

Line	Existing (Peak/Off-Peak)	Improved (Peak/Off-Peak)	Line	Existing (Peak/Off-Peak)	Improved (Peak/Off-Peak)
11	30 / 30	15 / 30	54	10 / 15	10 / 12
12	20 / 30	15 / 30	57	15 / 15	10 / 10
14	15 / 30	12 / 15	62	20 / 20	15 / 15
18	15 / 15	10 / 12	65	60 / 60	30 / 30
20	30 / 30	15 / 30	67	40 / 40	30 / 30
21	30 / 30	15 / 30	72R	12 / 12	10 / 10
22	30 / 30	15 / 15	73	15 / 15	10 / 12
25	40 / 40	30 / 30	74	35 / 35	20 / 20
31	30 / 30	15 / 30	76	30 / 30	15 / 20
40	10 / 10	7.5 / 10	85	60 / 60	30 / 30
45	20 / 30	15 / 15	86	30 / 30	30 / 20
46	60 / 60	30 / 30	88	20 / 20	15 / 20
49	30 / 30	15 / 15	97	20 / 20	15 / 15
51A	10 / 12	6 / 8	98	20 / 20	15 / 15
51B	10 / 12	6 / 8	99	30 / 30	20 / 20
52	15 / 35	10 / 12	210	30 / 30	20 / 20

All frequencies are shown as minutes between subsequent buses.

## BART: EXPANDED METRO CONCEPT

Cost = \$3 billion over the lifespan of Plan Bay Area

BART frequencies would be improved from 15 minutes to 12 minutes during peak hours. New operational patterns would be introduced to better serve the urban core.

The existing transit network could be modified to reflect service improvements recommended in **Comprehensive Operations Analyses (COAs)**. Operators such as Santa Clara VTA and San Francisco MTA have already implemented their COAs, which is reflected in the Preferred Transportation Network. AC Transit and BART may follow suit with increased service frequencies on their high-performing routes.