



Legislation Details (With Text)

File #: 13-307 **Version:** 1 **Name:** Draft ABAG/MTC Plan Bay Area Presentation

Type: Presentation **Status:** Received

In control: City Council

On agenda: 6/17/2013 **Final action:** 6/17/2013

Enactment date: **Enactment #:**

Title: Presentation on the Association of Bay Area Governments and Metropolitan Transportation Commission's Draft Plan Bay Area

Sponsors: Cynthia Battenberg

Indexes:

Code sections:

Attachments: 1. Attachment 1_Employment Growth by PDA and Jurisdiction, 2. Attachment 2_Household Growth by PDA and Jurisdiction, 3. PowerPoint 2B Presentation 2013 0617 Draft Plan Bay Area_Presentation.pdf

Date	Ver.	Action By	Action	Result
6/17/2013	1	City Council	Presented	

Presentation on the Association of Bay Area Governments and Metropolitan Transportation Commission's Draft Plan Bay Area

BACKGROUND

This report is for information only.

The Plan Bay Area is a result of Senate Bill (SB) 375 which the State enacted into law in 2008. SB 375 integrates land use, transportation and environmental planning and is considered landmark legislation for California. It requires the development of a Sustainable Communities Strategy (SCS) in all metropolitan regions in the State. For the nine county Bay Area region, the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) have joint responsibility to prepare the SCS. The Plan Bay Area (Plan) represents the name that ABAG/MTC has labeled the Bay Area SCS.

The Plan is a land use strategy required to be included as part of and consistent with the Bay Area's 25 year Regional Transportation Plan. The Plan must also be consistent with the regional housing need allocation prepared by ABAG. The Plan is required to achieve the following objectives:

- Provide a 25 year land use strategy for the Bay Area that is realistic and identifies areas to accommodate all of the region's population, including all income groups.
- Forecast a land use pattern, which when integrated with the transportation system, reduces greenhouse gas emissions from autos and light trucks and is measured against the regional target established by the California Air Resources Board.

In addition to working with Bay Area cities, counties and county transportation authorities/commissions, ABAG and MTC have also coordinated with the Bay Area Air Quality Management District and the Bay Area Conservation and Development Commission. The long planning process for the Plan began in late 2010 and has involved extensive regional working groups. City Planning and Engineering and Transportation staff have been actively involved in the process.

An update on the Initial Vision Scenario was presented to the City Council and Planning Commission in 2011. The Initial Vision Scenario represented an unconstrained or ideal development pattern which ABAG refined with more realistic or constrained variables to develop alternative scenarios and then a preferred scenario, which is reflected in the draft Plan.

Recognizing the importance of feedback early in the process, City staff provided input to ABAG on its long-term household/housing and job growth estimates during the draft Initial Vision Scenario and alternative scenarios process to ensure that the estimates were consistent with the City's General Plan and Downtown Transit-Oriented Development Strategy.

The draft Plan highlights key growth trends. Of note is an employment trend, which projects knowledge-based and service industries will lead job growth and these two sectors preference for locations near transit in urban centers. In terms of population, the trend is for the Bay Area region to 1) continue growing in diversity, 2) experience dramatic growth in the senior population, and 3) see demand for multi-family housing near services and transit for the diversifying and aging population.

The growth strategy for the Plan will primarily involve focused growth in the 170 priority development areas (PDA) in over 60 bay area cities and counties and will most importantly allow for local jurisdictions to retain land use authority. Characteristics of designated PDAs include being:

- 1) within an existing infill development area,
- 2) near existing or planned transit,
- 3) able to provide housing and/or jobs, and
- 4) allowing a diversity of densities and community identities.

San Leandro has two approved PDAs (East 14th Street corridor and the Downtown TOD area) and one potential PDA (Bayfair Center). Potential PDAs require more planning and must apply for a formal PDA designation.

The most recent public comment period for the current draft Plan and related draft Environmental Impact Report ended in May 2013. The final Plan will be presented for ABAG/MTC adoption in July 2013.

For a full version of the draft Plan, go to <http://www.onebayarea.org/regional-initiatives/plan-bay-area/draft-plan-bay-area.html>. Attachment 1 shows the forecasted employment growth and Attachment 2 shows the forecasted household growth. Both attachments are arranged by PDA type and jurisdictions and provide comparative data for San Leandro.

ATTACHMENTS

- Attachment 1: Employment Growth by PDA and Jurisdiction

- Attachment 2: Household Growth by PDA and Jurisdiction

PREPARED BY: Tom Liao, Planning and Housing Manager, Community Development Department