

# PLAN BAY AREA 2050 GROWTH GEOGRAPHIES

## FOCUS AREAS FOR FUTURE HOUSING AND JOBS GROWTH

Throughout Plan Bay Area 2050, Growth Geographies are geographic areas used to guide where future growth in housing and jobs would be focused under the plan's strategies over the next 30 years. These geographies are identified for growth either by local jurisdictions or because of their proximity to transit or access to opportunity. The four types of Growth Geographies analyzed in Plan Bay Area 2050 are:



- **Priority Development Areas (PDAs):** Areas generally near existing job centers or frequent transit that are locally identified (i.e., identified by towns, cities or counties) for housing and job growth.



- **Priority Production Areas (PPAs):** Locally identified places for job growth in middle-wage industries like manufacturing, logistics or other trades. An area must be zoned for industrial use or have a predominantly industrial use to be a PPA.



- **Transit-Rich Areas (TRAs):** Areas near rail, ferry or frequent bus service that were not already identified as PDAs. Specifically, these are areas where at least 50% of the area is within 1/2 mile of either an existing rail station or ferry terminal (with bus or rail service), a bus stop with peak service frequency of 15 minutes or less, or a planned rail station or planned ferry terminal (with bus or rail service).



- **High-Resource Areas (HRAs):** State-identified places<sup>3</sup> with well-resourced schools and access to jobs and open space, among other advantages, that may have historically rejected more housing growth. This designation only includes places that meet a baseline transit service threshold of bus service with peak headways of 30 minutes or better.

The map on the following page shows the four Growth Geographies, all of which are foundational to Plan Bay Area 2050.

<sup>3</sup> Plan Bay Area 2050's High-Resource Areas are a subset of the high-opportunity areas identified statewide by the California Department of Housing and Community Development that meet a minimum transit service threshold and are located in the Bay Area. See more at: <https://www.treasurer.ca.gov/ctcac/opportunity.asp>

MAP 1.1

# Plan Bay Area 2050 Growth Geographies

- Priority Development Area\*
- Priority Production Area
- Transit-Rich Area
- Transit-Rich and High-Resource Area
- High-Resource Area with Basic Bus Service\*\*
- Regional Rail Station (Existing)
- Regional Rail Station (Plan Bay Area 2050)
- Regional Transit (Existing)
- ..... Regional Rail (Plan Bay Area 2050)\*\*\*
- ✈ Major Airport
- ⚓ Major Seaport

\* Priority Development Areas are locally designated geographies that, in general, meet state Transit Priority Area criteria as well as additional MTC/ABAG criteria.

\*\* Peak headways of 16 to 30 minutes (January 2020).

\*\*\* Includes intercity rail, commuter rail, and heavy rail systems. New Transbay Rail Crossing alignment is representative only.

Areas shown are conceptual, and do not supersede local government land use authority. Specific levels and types of development will be determined through local planning.

The following areas are excluded from the map: wildland urban interface areas; unmitigated High Hazard Areas; 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.

## SCALE

OAKLAND > 350,000

Novato 50,000 – 350,000

