

A faint, light gray map of the United States serves as the background for the page. It shows the outlines of the states and major water bodies.

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Appendix A: Growth Forecast by Jurisdiction

Employment Growth by PDA and Jurisdiction

KEY

Jurisdiction (Bold Italic)

Priority Development Area

PDA Pending Designation

Alameda County

Jurisdiction or Area Name	Place Type	JOBS			
		2010	2040	2010-2040	% Growth
Alameda		24,030	33,180	9,150	38%
Naval Air Station	Transit Town Center	1,220	8,420	7,200	
Northern Waterfront	Transit Neighborhood	2,430	3,430	1,000	
Albany		4,210	5,610	1,400	33%
San Pablo Avenue & Solano Avenue	Mixed-Use Corridor	1,910	2,430	520	
Berkeley		77,020	99,220	22,210	29%
Adeline Street	Mixed-Use Corridor	950	1,620	680	
Downtown	City Center	15,200	21,590	6,380	
San Pablo Avenue	Mixed-Use Corridor	2,390	3,340	940	
South Shattuck	Mixed-Use Corridor	1,140	1,440	300	
Telegraph Avenue	Mixed-Use Corridor	1,730	2,560	820	
University Avenue	Mixed-Use Corridor	1,410	1,980	580	
Dublin		16,760	29,300	12,540	75%
Downtown Specific Plan Area	Suburban Center	4,440	8,340	3,900	
Town Center	Suburban Center	310	1,320	1,010	
Transit Center	Suburban Center	0	6,370	6,370	
Emeryville		16,040	23,580	7,540	47%
Mixed-Use Core	City Center	11,260	18,420	7,160	
Fremont		89,900	119,870	29,970	33%
Centerville	Transit Neighborhood	4,020	4,450	430	
City Center	City Center	18,750	24,640	5,890	
Irvington District	Transit Town Center	5,460	5,640	180	
South Fremont/Warm Springs	Suburban Center	12,880	28,970	16,090	
Hayward		69,100	89,900	20,800	30%
Downtown	City Center	7,350	10,590	3,240	
South Hayward BART	Mixed-Use Corridor	320	810	490	
South Hayward BART	Urban Neighborhood	470	1,630	1,160	
The Cannery	Transit Neighborhood	1,450	2,380	930	
Mission Corridor	Mixed-Use Corridor	1,690	2,840	1,150	
Livermore		38,370	51,620	13,250	35%
Downtown	Suburban Center	2,870	3,560	690	
East Side	Suburban Center	16,360	24,440	8,080	
Isabel Avenue/BART Station Planning Area	Suburban Center	3,290	7,100	3,810	
Newark		17,870	23,090	5,210	29%
Dumbarton Transit Oriented Development	Transit Town Center	860	2,100	1,240	
Old Town Mixed Use Area	Transit Neighborhood	180	390	210	
Oakland		190,250	275,490	85,240	45%
Coliseum BART Station Area	Transit Town Center	5,150	12,420	7,270	
Downtown & Jack London Square	Regional Center	88,180	127,620	39,440	
Eastmont Town Center	Urban Neighborhood	3,450	5,310	1,860	
Fruitvale & Dimond Areas	Urban Neighborhood	8,130	15,670	7,540	
MacArthur Transit Village	Urban Neighborhood	10,880	12,860	2,280	
Transit Oriented Development Corridors	Mixed-Use Corridor	33,490	41,770	8,280	
West Oakland	Transit Town Center	7,430	14,890	7,470	
Piedmont		1,930	2,410	480	25%
Pleasanton		54,230	69,520	15,300	28%
Hacienda	Suburban Center	9,910	15,320	5,410	
San Leandro		39,900	52,830	12,930	32%
Bay Fair BART Transit Village	Transit Town Center	1,430	2,690	1,260	
Downtown Transit Oriented Development	City Center	2,790	2,840	50	
East 14th Street	Mixed-Use Corridor	9,000	15,670	6,670	
Union City		20,560	25,650	5,100	25%
Intermodal Station District	City Center	340	2,810	2,460	
Alameda County Unincorporated		34,270	46,350	12,080	35%
Castro Valley BART	Transit Neighborhood	2,020	2,970	950	
East 14th Street and Mission Street	Mixed-Use Corridor	2,730	4,240	1,500	
Hesperian Boulevard	Transit Neighborhood	1,860	2,590	740	
Meekland Avenue Corridor	Transit Neighborhood	900	1,330	430	

Employment Growth by PDA and Jurisdiction

Contra Costa County

Jurisdiction or Area Name	Place Type	JOBS			
		2010	2040	2010-2040	% Growth
Antioch		19,070	25,490	6,420	34%
Hillcrest eBART Station	Suburban Center	20	3,260	3,240	
Rivertown Waterfront	Transit Town Center	4,030	4,520	490	
Brentwood		8,650	11,280	2,620	30%
Clayton		1,540	1,940	400	26%
Concord		47,520	69,310	21,790	46%
Community Reuse Area	Regional Center	170	14,180	14,020	
Community Reuse Area	Transit Neighborhood	0	3,240	3,240	
Downtown	City Center	7,840	10,190	2,350	
Danville		13,440	17,600	4,160	31%
Downtown Danville	Transit Town Center	5,320	7,280	1,960	
El Cerrito		5,880	7,310	1,430	24%
San Pablo Avenue Corridor	Mixed-Use Corridor	3,510	4,340	830	
Hercules		3,880	6,400	2,520	65%
Central Hercules	Transit Neighborhood	800	1,830	1,030	
Waterfront District	Transit Town Center	1,210	1,860	650	
Lafayette		10,640	13,230	2,590	24%
Downtown	Transit Town Center	5,960	7,520	1,560	
Martinez		18,300	22,460	4,160	23%
Downtown	Transit Neighborhood	4,040	5,110	1,070	
Moraga		4,740	5,930	1,190	25%
Moraga Center	Transit Town Center	1,140	1,400	260	
Oakley		3,740	6,670	2,930	78%
Downtown	Transit Town Center	800	1,390	580	
Employment Area	Suburban Center	680	2,290	1,610	
Potential Planning Area	Transit Neighborhood	290	880	590	
Orinda		5,530	6,980	1,450	26%
Downtown	Transit Town Center	3,220	3,980	750	
Pinole		6,740	8,480	1,740	26%
Appian Way Corridor	Suburban Center	2,430	3,190	750	
Old Town	Transit Town Center	2,830	3,440	610	
Pittsburg		14,130	19,740	5,610	40%
Downtown	Transit Neighborhood	1,390	2,500	1,110	
Railroad Avenue eBART Station	Transit Town Center	5,590	7,910	2,320	
Pleasant Hill		17,360	22,920	5,560	32%
Buskirk Avenue Corridor	Mixed-Use Corridor	4,580	6,190	1,610	
Diablo Valley College	Transit Neighborhood	2,550	4,190	1,640	
Richmond		30,670	42,180	11,520	38%
Central Richmond & 23rd Street Corridor	Mixed-Use Corridor	6,600	8,660	2,070	
South Richmond	Transit Neighborhood	6,990	9,320	2,330	
San Pablo		7,460	9,650	2,190	29%
San Pablo Avenue & 23rd Street	Mixed-Use Corridor	5,530	7,510	1,980	
Rumrill Boulevard	Employment Center	220	320	100	
San Ramon		43,880	58,240	14,350	33%
City Center	Suburban Center	10,400	17,760	7,370	
North Camino Ramon	Transit Town Center	11,410	14,440	3,020	
Walnut Creek		41,650	57,300	15,650	38%
West Downtown	Suburban Center	7,440	12,210	4,770	
Contra Costa County Unincorporated		40,100	53,900	13,800	34%
Contra Costa Centre	Mixed-Use Corridor	3,730	4,740	1,010	
Downtown El Sobrante	Mixed-Use Corridor	940	1,430	490	
North Richmond	Transit Neighborhood	1,480	1,980	500	
Pittsburg/Bay Point BART Station	Transit Neighborhood	530	2,590	2,060	
West Contra Costa Transportation Advisory Committee					
San Pablo Avenue Corridor	Mixed-Use Corridor	3,190	5,160	1,970	

Employment Growth by PDA and Jurisdiction

Marin County

Jurisdiction or Area Name	Place Type	JOBS			
		2010	2040	2010-2040	% Growth
Belvedere		430	480	50	12%
Corte Madera		7,940	8,260	320	4%
Fairfax		1,490	1,820	330	22%
Larkspur		7,190	7,810	620	9%
Mill Valley		5,980	6,780	810	14%
Novato		20,890	24,390	3,490	17%
Ross		510	590	80	16%
San Anselmo		3,740	4,350	610	16%
San Rafael		37,620	44,960	7,340	20%
Civic Center/North Rafael Town Center	Transit Town Center	5,660	6,860	1,200	
Downtown	City Center	8,250	10,480	2,230	
Sausalito		6,220	7,630	1,420	23%
Tiburon		2,340	2,690	340	15%
Marin County Unincorporated		16,380	19,360	2,980	18%
Urbanized 101 Corridor	Transit Neighborhood	2,260	2,960	700	

Napa County

Jurisdiction or Area Name	Place Type	JOBS			
		2010	2040	2010-2040	% Growth
American Canyon		2,920	4,160	1,240	42%
Highway 29 Corridor	Mixed-Use Corridor	1,280	2,100	810	
Calistoga		2,220	2,640	420	19%
Napa		33,950	44,520	10,570	31%
Downtown Napa	Rural Town Center	9,870	11,620	1,750	
Soscol Gateway Corridor	Rural Corridor	1,080	1,950	870	
St. Helena		5,340	6,230	890	17%
Yountville		1,600	1,980	380	24%
Napa County Unincorporated		24,630	30,000	5,380	22%

San Francisco County

Jurisdiction or Area Name	Place Type	JOBS			
		2010	2040	2010-2040	% Growth
San Francisco		568,720	759,470	190,740	34%
19th Avenue	Transit Town Center	9,980	13,570	3,580	
Balboa Park	Transit Neighborhood	2,690	3,460	770	
Bayview/Hunters Point	Urban Neighborhood	19,590	29,260	9,660	
Shipyards/Candlestick Point					
Downtown-Van Ness-Geary	Regional Center	315,570	368,140	52,580	
Eastern Neighborhoods	Urban Neighborhood	61,070	70,890	9,820	
Market & Octavia	Urban Neighborhood	31,850	34,790	2,940	
Mission Bay	Urban Neighborhood	2,770	27,200	24,430	
Mission-San Jose Corridor	Mixed-Use Corridor	12,680	18,760	6,080	
Port of San Francisco	Mixed-Use Corridor	5,430	24,400	18,970	
San Francisco/San Mateo Bi-County Area (with Brisbane)	Transit Neighborhood	1,720	2,580	860	
Transbay Terminal	Regional Center	7,950	37,660	29,710	
Treasure Island	Transit Town Center	260	3,010	2,750	

Employment Growth by PDA and Jurisdiction

San Mateo County

Jurisdiction or Area Name	Place Type	JOBS			
		2010	2040	2010-2040	% Growth
Atherton		2,610	3,170	560	21%
Belmont		8,220	10,500	2,280	28%
Villages of Belmont	Mixed-Use Corridor	1,260	2,510	1,260	
Brisbane		7,220	8,280	1,060	15%
San Francisco/San Mateo Bi-County Area (with San Francisco)	Suburban Center	550	1,100	540	
Burlingame		30,420	39,210	8,790	29%
Burlingame El Camino Real	Transit Town Center	12,480	18,460	5,980	
Colma		2,790	3,210	420	15%
Daly City		21,000	26,910	5,900	28%
Bayshore	Transit Town Center	1,110	3,260	2,160	
Mission Boulevard	Mixed-Use Corridor	3,790	5,240	1,450	
East Palo Alto		2,720	3,750	1,020	38%
Ravenswood	Transit Town Center	810	1,230	430	
Foster City		13,890	17,490	3,600	26%
Half Moon Bay		5,110	6,120	1,010	20%
Hillsborough		2,190	2,620	430	20%
Menlo Park		28,990	35,110	6,120	21%
El Camino Real Corridor and Downtown	Transit Town Center	5,630	7,680	2,050	
Millbrae		6,950	9,410	2,460	35%
Transit Station Area	Mixed-Use Corridor	1,350	3,400	2,060	
Pacifica		5,920	7,170	1,250	21%
Portola Valley		1,510	1,780	270	18%
Redwood City		58,340	77,830	19,490	33%
Downtown	City Center	10,470	14,110	3,640	
Broadway/Veterans Boulevard Corridor	Mixed-Use Corridor	8,540	11,980	3,440	
San Bruno		12,930	17,250	4,320	33%
Transit Corridors	Mixed-Use Corridor	6,750	10,710	3,960	
San Carlos		16,170	19,790	3,620	22%
Railroad Corridor	Transit Town Center	1,950	3,110	1,160	
San Mateo		52,930	73,460	20,530	39%
Downtown	City Center	4,440	7,050	2,610	
El Camino Real	Mixed-Use Corridor	2,270	5,680	3,410	
Rail Corridor	Transit Neighborhood	8,840	18,700	9,870	
South San Francisco		46,170	57,400	11,230	24%
Downtown	Transit Town Center	2,670	6,920	4,250	
Woodside		1,770	2,070	310	18%
San Mateo County Unincorporated		17,350	22,790	5,440	31%
Midcoast	Rural Corridor	1,890	2,670	780	
City County Association of Governments of San Mateo County					
El Camino Real	Mixed-Use Corridor	9,530	13,180	3,670	

Employment Growth by PDA and Jurisdiction

Santa Clara County

Jurisdiction or Area Name	Place Type	JOBS			
		2010	2040	2010-2040	% Growth
Campbell		27,230	35,050	7,820	29%
Central Redevelopment Area	Transit Neighborhood	7,880	10,220	2,340	
Cupertino		25,990	33,350	7,360	28%
Gilroy		17,600	21,900	4,300	24%
Downtown	Transit Town Center	2,370	3,600	1,230	
Los Altos		14,700	18,160	3,460	24%
Los Altos Hills		3,580	4,440	860	24%
Los Gatos		23,580	28,980	5,390	23%
Milpitas		45,060	57,640	12,580	28%
Transit Area	Suburban Center	5,240	9,560	4,320	
Monte Sereno		450	570	120	27%
Morgan Hill		17,520	22,080	4,560	26%
Downtown	Transit Town Center	1,660	3,000	1,340	
Mountain View		47,800	63,380	15,570	33%
Downtown	Transit Town Center	9,410	10,250	850	
East Whisman	Employment Center	8,710	12,380	3,670	
El Camino Real Corridor	Mixed-Use Corridor	5,770	6,630	850	
North Bayshore	Suburban Center	7,390	15,070	7,690	
San Antonio Center	Transit Town Center	3,150	4,330	1,180	
Whisman Station	Transit Neighborhood	650	1,210	560	
Palo Alto		89,370	119,030	29,650	33%
California Avenue	Transit Neighborhood	3,370	5,030	1,660	
San Jose		375,360	522,050	146,680	39%
Bascom TOD Corridor	Mixed-Use Corridor	11,520	12,910	1,390	
Bascom Urban Village	Mixed-Use Corridor	1,700	2,660	960	
Berryessa Station	Transit Neighborhood	6,140	12,180	6,040	
Blossom Hill/Snell Urban Village	Mixed-Use Corridor	880	1,720	840	
Camden Urban Village	Mixed-Use Corridor	5,600	7,630	2,030	
Capitol Corridor Urban Villages	Mixed-Use Corridor	2,340	5,580	3,250	
Capitol/Tully/King Urban Villages	Suburban Center	4,070	7,060	2,990	
Communications Hill	Transit Town Center	3,940	5,650	1,710	
Cottle Transit Village	Suburban Center	2,550	3,040	490	
Downtown "Frame"	City Center	26,760	31,090	4,330	
East Santa Clara/Alum Rock Corridor	Mixed-Use Corridor	9,950	13,380	3,430	
Greater Downtown	Regional Center	27,950	55,970	28,020	
International Business Park	Employment Center	11,650	19,730	8,080	
North San Jose	Regional Center	84,290	130,190	45,900	
Oakridge/Almaden Plaza Urban Village	Suburban Center	5,430	9,700	4,270	
Old Edenvale	Employment Center	6,900	14,690	7,790	
Saratoga TOD Corridor	Mixed-Use Corridor	3,520	5,520	2,000	
Stevens Creek TOD Corridor	Mixed-Use Corridor	5,680	8,020	2,340	
West San Carlos & Southwest Expressway Corridors	Mixed-Use Corridor	8,940	15,600	6,660	
Westgate/El Paseo Urban Village	Suburban Center	3,440	5,230	1,790	
Winchester Boulevard TOD Corridor	Mixed-Use Corridor	4,040	6,820	2,780	
Santa Clara		112,460	145,560	33,100	29%
El Camino Real Focus Area	Mixed-Use Corridor	4,390	6,980	2,590	
Santa Clara Station Focus Area	City Center	10,020	12,750	2,740	
Saratoga		11,870	14,500	2,630	22%
Sunnyvale		74,610	95,320	20,710	28%
Downtown & Caltrain Station	Transit Town Center	3,750	5,660	1,910	
East Sunnyvale	Urban Neighborhood	8,050	9,240	1,180	
El Camino Real Corridor	Mixed-Use Corridor	13,190	16,390	3,200	
Lawrence Station Transit Village	Transit Neighborhood	4,160	5,380	1,220	
Moffett Park	Employment Center	11,420	18,890	7,470	
Peery Park	Employment Center	5,980	7,920	1,940	
Reamwood Light Rail Station	Employment Center	3,050	3,720	680	
Tasman Station ITR	Mixed-Use Corridor	1,540	2,530	980	
Santa Clara County Unincorporated		39,060	47,800	8,740	22%
Valley Transportation Authority					
Cores, Corridors, and Station Areas	Mixed-Use Corridor	90,770	118,380	27,610	

Employment Growth by PDA and Jurisdiction

Solano County

Jurisdiction or Area Name	Place Type	JOBS			
		2010	2040	2010-2040	% Growth
Benicia		14,240	18,920	4,680	33%
Downtown	Transit Neighborhood	2,540	2,840	300	
Northern Gateway	Employment Center	6,780	10,930	4,150	
Dixon		4,460	5,780	1,310	29%
Downtown	Rural Town Center	560	830	280	
Fairfield		39,300	53,310	14,000	36%
Downtown South (Jefferson Street)	Suburban Center	2,970	4,280	1,320	
Fairfield-Vacaville Train Station	Transit Town Center	340	2,650	2,310	
North Texas Street Core	Mixed-Use Corridor	1,420	2,420	1,000	
West Texas Street Gateway	Mixed-Use Corridor	1,680	2,890	1,210	
Rio Vista		1,790	2,340	550	31%
Downtown	Rural Town Center	670	1,000	330	
Suisun City		3,080	4,520	1,440	47%
Downtown & Waterfront	Transit Town Center	1,040	1,960	920	
Vacaville		29,800	41,120	11,310	38%
Allison Area	Suburban Center	900	1,710	810	
Downtown	Transit Town Center	2,800	3,800	1,000	
Vallejo		31,660	43,060	11,410	36%
Waterfront & Downtown	Suburban Center	3,640	5,940	2,300	
Solano County Unincorporated		8,010	10,860	2,850	36%

Sonoma County

Jurisdiction or Area Name	Place Type	JOBS			
		2010	2040	2010-2040	% Growth
Cloverdale		1,570	2,270	700	45%
Downtown/SMART Transit Area	Transit Town Center	880	1,390	510	
Cotati		2,920	3,860	940	32%
Downtown and Cotati Depot	Transit Town Center	650	1,190	550	
Healdsburg		6,440	8,210	1,780	28%
Petaluma		28,830	38,690	9,860	34%
Central, Turning Basin/Lower Reach	Suburban Center	3,110	8,330	5,220	
Rohnert Park		11,730	16,320	4,590	39%
Central Rohnert Park	Transit Town Center	3,350	5,170	1,820	
Sonoma Mountain Village	Suburban Center	140	1,190	1,050	
Santa Rosa		75,460	103,930	28,470	38%
Downtown Station Area	City Center	9,250	13,800	4,550	
Mendocino Avenue/Santa Rosa Avenue Corridor	Mixed-Use Corridor	23,230	30,080	6,850	
North Santa Rosa Station	Suburban Center	8,960	13,060	4,090	
Roseland	Transit Neighborhood	2,650	3,890	1,240	
Sebastopol Road Corridor	Mixed-Use Corridor	2,110	3,450	1,340	
Sebastopol		5,650	7,300	1,650	29%
Nexus Area	Rural Town Center	5,440	7,010	1,570	
Sonoma		6,650	8,640	1,990	30%
Windsor		5,610	7,760	2,150	38%
Redevelopment Area	Suburban Center	1,020	1,830	810	
Sonoma County Unincorporated		47,150	60,470	13,320	28%
Forestville	Rural Town Center	540	590	50	
Graton	Rural Town Center	410	720	320	
Guerneville	Rural Town Center	640	980	340	
Penngrove Urban Service Area	Rural Town Center	340	610	260	
The Springs	Rural Corridor	2,100	2,580	480	

Household Growth by PDA and Jurisdiction

KEY

Jurisdiction (Bold Italic)

Priority Development Area

PDA Pending Designation

Alameda County

Jurisdiction or Area Name	Place Type	HOUSING UNITS				HOUSEHOLDS			
		2010	2040	2010-2040	% Growth	2010	2040	2010-2040	% Growth
<i>Alameda</i>		32,350	38,240	5,890	18%	30,120	36,570	6,440	21%
Naval Air Station	Transit Town Center	1,460	5,470	4,010		1,090	5,040	3,950	
Northern Waterfront	Transit Neighborhood	1,070	1,830	760		990	1,760	780	
<i>Albany</i>		7,890	9,060	1,170	15%	7,400	8,740	1,340	18%
San Pablo Avenue & Solano Avenue	Mixed-Use Corridor	1,810	2,060	240		1,690	1,970	280	
<i>Berkeley</i>		49,450	58,730	9,280	19%	46,030	55,980	9,950	22%
Adeline Street	Mixed-Use Corridor	690	940	250		620	900	280	
Downtown	City Center	2,690	6,840	4,150		2,570	6,670	4,100	
San Pablo Avenue	Mixed-Use Corridor	1,630	2,500	870		1,440	2,340	900	
South Shattuck	Mixed-Use Corridor	340	460	110		310	440	120	
Telegraph Avenue	Mixed-Use Corridor	1,110	1,470	360		990	1,400	410	
University Avenue	Mixed-Use Corridor	1,660	2,310	650		1,560	2,220	660	
<i>Dublin</i>		15,780	24,320	8,530	54%	14,910	23,610	8,700	58%
Downtown Specific Plan Area	Suburban Center	830	1,790	960		790	1,750	950	
Town Center	Suburban Center	4,130	5,990	1,860		3,750	5,770	2,020	
Transit Center	Suburban Center	670	3,810	3,130		620	3,720	3,100	
<i>Emeryville</i>		6,650	12,110	5,470	82%	5,690	11,620	5,920	104%
Mixed-Use Core	City Center	4,150	9,620	5,470		3,530	9,300	5,770	
<i>Fremont</i>		73,990	91,610	17,620	24%	71,000	89,080	18,080	25%
Centerville	Transit Neighborhood	10,850	13,360	2,510		10,360	12,980	2,620	
City Center	City Center	7,310	10,210	2,900		6,870	9,910	3,040	
Irvington District	Transit Town Center	7,280	10,260	2,980		6,910	9,990	3,080	
South Fremont/Warm Springs	Suburban Center	2,330	5,310	2,980		2,180	5,150	2,970	
<i>Hayward</i>		48,300	60,580	12,290	25%	45,370	58,820	13,460	30%
Downtown	City Center	2,290	5,510	3,220		2,100	5,370	3,280	
South Hayward BART	Mixed-Use Corridor	180	1,360	1,170		170	1,330	1,160	
South Hayward BART	Urban Neighborhood	1,800	4,490	2,700		1,660	4,400	2,740	
The Cannery	Transit Neighborhood	340	1,090	750		330	1,070	740	
Mission Corridor	Mixed-Use Corridor	1,480	3,320	1,840		1,230	3,210	1,980	
<i>Livermore</i>		30,340	40,020	9,670	32%	29,130	38,920	9,780	34%
Downtown	Suburban Center	1,020	2,690	1,680		920	2,620	1,710	
East Side	Suburban Center	100	4,370	4,270		90	4,280	4,190	
Isabel Avenue/BART Station Planning Area	Suburban Center	530	4,000	3,470		470	3,910	3,440	
<i>Newark</i>		13,410	17,090	3,670	27%	12,970	16,630	3,660	28%
Dumbarton Transit Oriented Development	Transit Town Center	140	2,540	2,400		140	2,500	2,360	
Old Town Mixed Use Area	Transit Neighborhood	600	970	370		580	940	370	
<i>Oakland</i>		169,710	221,200	51,490	30%	153,790	212,500	58,710	38%
Coliseum BART Station Area	Transit Town Center	3,870	10,720	6,850		3,440	10,420	6,980	
Downtown & Jack London Square	Regional Center	11,910	26,190	14,290		10,630	25,390	14,760	
Eastmont Town Center	Urban Neighborhood	6,850	7,260	410		5,960	6,840	880	
Fruitvale & Dimond Areas	Urban Neighborhood	14,210	18,580	4,370		12,840	17,820	4,990	
MacArthur Transit Village	Urban Neighborhood	8,820	13,910	5,090		8,030	13,410	5,380	
Transit Oriented Development Corridors	Mixed-Use Corridor	67,370	77,570	10,200		60,970	74,390	13,410	
West Oakland	Transit Town Center	10,830	17,690	6,870		9,030	16,940	7,910	
<i>Piedmont</i>		3,920	4,020	90	2%	3,800	3,890	90	2%
<i>Pleasanton</i>		26,050	33,200	7,150	27%	25,250	32,330	7,090	28%
Hacienda	Suburban Center	1,310	4,900	3,590		1,270	4,800	3,530	
<i>San Leandro</i>		32,420	39,630	7,210	22%	30,720	38,390	7,670	25%
Bay Fair BART Transit Village	Transit Town Center	660	1,560	900		630	1,520	890	
Downtown Transit Oriented Development	City Center	4,210	7,900	3,690		3,930	7,690	3,760	
East 14th Street	Mixed-Use Corridor	4,920	6,240	1,310		4,490	5,980	1,480	
<i>Union City</i>		21,260	24,270	3,010	14%	20,430	23,650	3,220	16%
Intermodal Station District	City Center	1,060	1,850	800		1,030	1,810	780	
<i>Alameda County Unincorporated</i>		51,020	56,450	5,430	11%	48,520	54,570	6,050	12%
Castro Valley BART	Transit Neighborhood	1,480	2,150	670		1,400	2,090	690	
East 14th Street and Mission Street	Mixed-Use Corridor	7,190	9,120	1,930		6,740	8,800	2,060	
Hesperian Boulevard	Transit Neighborhood	2,860	3,560	690		2,740	3,450	720	
Meekland Avenue Corridor	Transit Neighborhood	1,400	1,860	460		1,300	1,790	500	

Household Growth by PDA and Jurisdiction

Contra Costa County

Jurisdiction or Area Name	Place Type	HOUSING UNITS				HOUSEHOLDS			
		2010	2040	2010-2040	% Growth	2010	2040	2010-2040	% Growth
Antioch		34,850	40,320	5,470	16%	32,250	38,780	6,530	20%
Hillcrest eBART Station	Suburban Center	160	2,450	2,290		150	2,400	2,250	
Rivertown Waterfront	Transit Town Center	1,600	3,420	1,830		1,430	3,330	1,900	
Brentwood		17,520	18,370	850	5%	16,490	17,660	1,160	7%
Clayton		4,090	4,200	110	3%	4,010	4,120	110	3%
Concord		47,130	65,170	18,040	38%	44,280	63,160	18,880	43%
Community Reuse Area	Regional Center	150	3,420	3,270		70	3,320	3,240	
Community Reuse Area	Transit Neighborhood	0	9,120	9,120		0	8,960	8,960	
Downtown	City Center	4,600	7,740	3,140		4,200	7,530	3,320	
Danville		15,930	17,430	1,500	9%	15,420	16,910	1,490	10%
Downtown Danville	Transit Town Center	1,450	2,200	750		1,370	2,120	760	
El Cerrito		10,720	12,000	1,280	12%	10,140	11,550	1,410	14%
San Pablo Avenue Corridor	Mixed-Use Corridor	1,340	2,360	1,020		1,220	2,280	1,060	
Hercules		8,550	13,070	4,510	53%	8,120	12,680	4,570	56%
Central Hercules	Transit Neighborhood	410	2,850	2,440		400	2,800	2,400	
Waterfront District	Transit Town Center	690	1,700	1,020		640	1,660	1,020	
Lafayette		9,650	11,020	1,370	14%	9,220	10,640	1,420	15%
Downtown	Transit Town Center	2,030	2,970	940		1,890	2,880	990	
Martinez		14,980	16,240	1,260	8%	14,290	15,690	1,400	10%
Downtown	Transit Neighborhood	820	1,510	690		750	1,460	710	
Moraga		5,750	6,540	790	14%	5,570	6,350	780	14%
Moraga Center	Transit Town Center	440	780	340		430	760	330	
Oakley		11,480	17,010	5,530	48%	10,730	16,450	5,720	53%
Downtown	Transit Town Center	560	1,740	1,180		520	1,690	1,170	
Employment Area	Suburban Center	580	1,480	900		560	1,450	890	
Potential Planning Area	Transit Neighborhood	1,060	2,310	1,250		980	2,240	1,260	
Orinda		6,800	7,610	800	12%	6,550	7,450	900	14%
Downtown	Transit Town Center	230	440	210		330	530	210	
Pinole		7,160	8,240	1,080	15%	6,780	7,970	1,200	18%
Appian Way Corridor	Suburban Center	560	1,150	590		520	1,110	590	
Old Town	Transit Town Center	1,430	1,540	110		1,300	1,470	180	
Pittsburg		21,130	28,510	7,380	35%	19,530	27,500	7,980	41%
Downtown	Transit Neighborhood	1,870	3,700	1,820		1,600	3,540	1,950	
Railroad Avenue eBART Station	Transit Town Center	3,930	7,470	3,530		3,600	7,240	3,640	
Pleasant Hill		14,320	15,530	1,210	8%	13,710	15,060	1,350	10%
Buskirk Avenue Corridor	Mixed-Use Corridor	1,730	1,820	90		1,620	1,750	130	
Diablo Valley College	Transit Neighborhood	360	660	300		330	640	310	
Richmond		39,330	49,020	9,690	25%	36,090	47,090	10,990	30%
Central Richmond & 23rd Street Corridor	Mixed-Use Corridor	5,930	7,250	1,320		5,340	6,940	1,610	
South Richmond	Transit Neighborhood	3,590	4,960	1,380		3,250	4,740	1,490	
San Pablo		9,570	11,460	1,890	20%	8,760	11,030	2,270	26%
San Pablo Avenue & 23rd Street	Mixed-Use Corridor	2,780	4,240	1,470		2,530	4,110	1,580	
Rumrill Boulevard	Employment Center	430	430	0		400	410	20	
San Ramon		26,220	31,550	5,330	20%	25,280	30,720	5,440	22%
City Center	Suburban Center	490	1,410	920		480	1,390	910	
North Camino Ramon	Transit Town Center	130	1,910	1,780		40	1,820	1,780	
Walnut Creek		32,680	40,050	7,370	23%	30,440	38,520	8,070	27%
West Downtown	Suburban Center	1,520	4,530	3,010		1,270	4,400	3,130	
Contra Costa County Unincorporated		62,400	67,070	4,670	7%	57,710	63,740	6,040	10%
Contra Costa Centre	Mixed-Use Corridor	1,910	2,380	470		1,780	2,310	530	
Downtown El Sobrante	Mixed-Use Corridor	1,810	2,290	480		1,670	2,190	510	
North Richmond	Transit Neighborhood	1,240	1,530	290		1,030	1,410	380	
Pittsburg/Bay Point BART Station	Transit Neighborhood	1,170	1,870	700		1,020	1,800	780	
West Contra Costa Transportation Advisory Committee									
San Pablo Avenue Corridor	Mixed-Use Corridor	4,230	6,700	2,470		3,900	6,480	2,590	

Household Growth by PDA and Jurisdiction

Marin County

Jurisdiction or Area Name	Place Type	HOUSING UNITS				HOUSEHOLDS			
		2010	2040	2010-2040	% Growth	2010	2040	2010-2040	% Growth
Belvedere		1,050	1,070	20	2%	930	970	40	4%
Corte Madera		4,030	4,250	230	6%	3,790	4,080	280	7%
Fairfax		3,590	3,790	210	6%	3,380	3,620	240	7%
Larkspur		6,380	6,770	390	6%	5,910	6,450	540	9%
Mill Valley		6,530	6,920	380	6%	6,080	6,540	450	7%
Novato		21,160	22,220	1,060	5%	20,280	21,450	1,170	6%
Ross		880	940	50	6%	800	860	60	8%
San Anselmo		5,540	5,790	250	5%	5,240	5,530	290	6%
San Rafael		24,010	27,400	3,390	14%	22,760	26,490	3,720	16%
Civic Center/North Rafael Town Center	Transit Town Center	1,990	3,030	1,040		1,900	2,950	1,050	
Downtown	City Center	2,610	3,960	1,350		2,420	3,830	1,410	
Sausalito		4,540	4,790	250	6%	4,110	4,460	350	9%
Tiburon		4,030	4,250	220	5%	3,730	4,000	270	7%
Marin County Unincorporated		29,500	30,550	1,050	4%	26,190	27,570	1,380	5%
Urbanized 101 Corridor	Transit Neighborhood	4,580	5,020	440		4,290	4,810	510	

Napa County

Jurisdiction or Area Name	Place Type	HOUSING UNITS				HOUSEHOLDS			
		2010	2040	2010-2040	% Growth	2010	2040	2010-2040	% Growth
American Canyon		5,980	7,890	1,910	32%	5,660	7,630	1,970	35%
Highway 29 Corridor	Mixed-Use Corridor	440	1,980	1,540		400	1,930	1,530	
Calistoga		2,320	2,370	50	2%	2,020	2,130	110	5%
Napa		30,150	33,410	3,270	11%	28,170	32,010	3,840	14%
Downtown Napa	Rural Town Center	150	640	490		130	620	490	
Soscol Gateway Corridor	Rural Corridor	640	1,090	450		600	1,050	450	
St. Helena		2,780	2,830	60	2%	2,400	2,520	120	5%
Yountville		1,250	1,280	30	2%	1,050	1,110	60	6%
Napa County Unincorporated		12,280	13,020	740	6%	9,580	10,880	1,300	14%

San Francisco County

Jurisdiction or Area Name	Place Type	HOUSING UNITS				HOUSEHOLDS			
		2010	2040	2010-2040	% Growth	2010	2040	2010-2040	% Growth
San Francisco		376,940	469,350	92,410	25%	345,810	447,250	101,440	29%
19th Avenue	Transit Town Center	5,220	11,170	5,950		4,790	10,870	6,070	
Balboa Park	Transit Neighborhood	1,270	3,120	1,850		1,190	3,020	1,830	
Bayview/Hunters Point	Urban Neighborhood	11,610	22,510	10,900		10,470	21,760	11,290	
Shipyard/Candlestick Point									
Downtown-Van Ness-Geary	Regional Center	101,520	128,660	27,140		89,850	121,600	31,750	
Eastern Neighborhoods	Urban Neighborhood	34,270	45,690	11,420		31,650	43,810	12,160	
Market & Octavia	Urban Neighborhood	11,950	18,150	6,210		11,130	17,530	6,410	
Mission Bay	Urban Neighborhood	3,470	6,850	3,380		3,200	6,610	3,410	
Mission-San Jose Corridor	Mixed-Use Corridor	31,230	32,490	1,260		29,360	30,880	1,510	
Port of San Francisco	Mixed-Use Corridor	120	1,950	1,830		110	1,910	1,800	
San Francisco/San Mateo Bi-County Area (with Brisbane)	Transit Neighborhood	1,630	6,880	5,250		1,510	6,720	5,210	
Transbay Terminal	Regional Center	490	5,210	4,720		190	4,990	4,800	
Treasure Island	Transit Town Center	690	7,950	7,270		590	7,740	7,160	

Household Growth by PDA and Jurisdiction

San Mateo County

Jurisdiction or Area Name	Place Type	HOUSING UNITS				HOUSEHOLDS			
		2010	2040	2010-2040	% Growth	2010	2040	2010-2040	% Growth
Atherton		2,530	2,750	220	9%	2,330	2,580	250	11%
Belmont		11,030	12,150	1,120	10%	10,580	11,790	1,210	11%
Villages of Belmont	Mixed-Use Corridor	920	1,830	910		890	1,780	900	
Brisbane		1,930	2,180	250	13%	1,820	2,090	270	15%
San Francisco/San Mateo Bi-County Area (with San Francisco)	Suburban Center	0	0	0		0	0	0	
Burlingame		13,030	17,320	4,300	33%	12,360	16,780	4,420	36%
Burlingame El Camino Real	Transit Town Center	7,610	10,870	3,260		7,170	10,530	3,360	
Colma		590	830	240	41%	560	810	240	43%
Daly City		32,590	36,890	4,300	13%	31,090	35,770	4,680	15%
Bayshore	Transit Town Center	1,590	3,580	1,990		1,550	3,510	1,960	
Mission Boulevard	Mixed-Use Corridor	2,270	3,310	1,050		2,070	3,210	1,140	
East Palo Alto		7,820	8,670	860	11%	6,940	8,340	1,400	20%
Ravenswood	Transit Town Center	1,030	1,880	860		970	1,830	860	
Foster City		12,460	13,350	890	7%	12,020	12,940	920	8%
Half Moon Bay		4,400	4,660	260	6%	4,150	4,410	260	6%
Hillsborough		3,910	4,230	310	8%	3,690	4,010	320	9%
Menlo Park		13,090	15,080	1,990	15%	12,350	14,510	2,160	17%
El Camino Real Corridor and Downtown	Transit Town Center	1,130	2,050	910		1,010	1,980	970	
Millbrae		8,370	11,390	3,020	36%	7,990	11,050	3,060	38%
Transit Station Area	Mixed-Use Corridor	280	2,710	2,420		270	2,650	2,380	
Pacifica		14,520	15,120	600	4%	13,970	14,640	670	5%
Portola Valley		1,900	2,020	130	7%	1,750	1,900	150	9%
Redwood City		29,170	37,880	8,720	30%	27,960	36,850	8,890	32%
Downtown	City Center	1,060	6,300	5,240		990	6,180	5,190	
Broadway/Veterans Boulevard Corridor	Mixed-Use Corridor	770	2,300	1,530		730	2,250	1,520	
San Bruno		15,360	19,820	4,460	29%	14,700	19,170	4,470	30%
Transit Corridors	Mixed-Use Corridor	4,330	7,660	3,330		4,140	7,450	3,310	
San Carlos		12,020	13,800	1,780	15%	11,520	13,390	1,860	16%
Railroad Corridor	Transit Town Center	460	1,230	770		440	1,200	760	
San Mateo		40,010	50,180	10,160	25%	38,230	48,600	10,370	27%
Downtown	City Center	540	1,610	1,070		500	1,560	1,060	
El Camino Real	Mixed-Use Corridor	880	2,080	1,200		840	2,030	1,200	
Rail Corridor	Transit Neighborhood	520	5,540	5,030		500	5,440	4,940	
South San Francisco		21,810	28,730	6,920	32%	20,940	27,900	6,960	33%
Downtown	Transit Town Center	1,590	4,700	3,120		1,510	4,590	3,090	
Woodside		2,160	2,250	90	4%	1,980	2,080	100	5%
San Mateo County Unincorporated		22,350	27,440	5,080	23%	20,910	26,130	5,220	25%
Midcoast	Rural Corridor	3,900	4,900	1,000		3,670	4,660	990	
City County Association of Governments of San Mateo County									
El Camino Real	Mixed-Use Corridor	2,540	6,180	3,630		2,400	6,030	3,630	

Household Growth by PDA and Jurisdiction

Santa Clara County

Jurisdiction or Area Name	Place Type	HOUSING UNITS				HOUSEHOLDS			
		2010	2040	2010-2040	% Growth	2010	2040	2010-2040	% Growth
Campbell		16,950	19,990	3,040	18%	16,160	19,430	3,270	20%
Central Redevelopment Area	Transit Neighborhood	1,340	2,820	1,470		1,260	2,750	1,490	
Cupertino		21,030	25,820	4,790	23%	20,180	25,050	4,870	24%
Gilroy		14,850	17,570	2,710	18%	14,180	17,040	2,860	20%
Downtown	Transit Town Center	980	2,900	1,930		880	2,820	1,940	
Los Altos		11,200	12,300	1,100	10%	10,750	11,840	1,100	10%
Los Altos Hills		3,000	3,100	100	3%	2,830	2,940	110	4%
Los Gatos		13,050	13,820	770	6%	12,360	13,220	860	7%
Milpitas		19,810	32,430	12,620	64%	19,180	31,680	12,500	65%
Transit Area	Suburban Center	790	7,870	7,080		750	7,720	6,970	
Monte Sereno		1,290	1,370	80	6%	1,210	1,290	80	7%
Morgan Hill		12,860	16,690	3,830	30%	12,330	16,150	3,820	31%
Downtown	Transit Town Center	570	1,990	1,420		510	1,930	1,420	
Mountain View		33,880	43,270	9,390	28%	31,960	41,790	9,830	31%
Downtown	Transit Town Center	5,240	6,390	1,150		4,790	6,030	1,240	
East Whisman	Employment Center	720	720	0		690	690	0	
El Camino Real Corridor	Mixed-Use Corridor	9,190	11,150	1,960		8,740	10,830	2,090	
North Bayshore	Suburban Center	360	1,790	1,420		350	1,750	1,410	
San Antonio Center	Transit Town Center	3,590	6,350	2,760		3,420	6,180	2,770	
Whisman Station	Transit Neighborhood	670	1,670	1,010		650	1,640	990	
Palo Alto		28,220	35,620	7,410	26%	26,490	34,360	7,870	30%
California Avenue	Transit Neighborhood	800	1,650	850		750	1,600	850	
San Jose		314,040	443,210	129,170	41%	301,370	431,910	130,550	43%
Bascom TOD Corridor	Mixed-Use Corridor	680	2,240	1,560		650	2,190	1,540	
Bascom Urban Village	Mixed-Use Corridor	1,780	2,590	810		1,670	2,520	850	
Berryessa Station	Transit Neighborhood	1,880	7,990	6,110		1,850	7,850	6,000	
Blossom Hill/Snell Urban Village	Mixed-Use Corridor	640	1,720	1,080		610	1,680	1,070	
Camden Urban Village	Mixed-Use Corridor	490	1,480	1,000		480	1,460	980	
Capitol Corridor Urban Villages	Mixed-Use Corridor	860	7,100	6,240		820	6,960	6,140	
Capitol/Tully/King Urban Villages	Suburban Center	1,090	3,340	2,250		1,060	3,270	2,210	
Communications Hill	Transit Town Center	6,810	10,140	3,340		6,540	9,910	3,360	
Cottle Transit Village	Suburban Center	0	3,580	3,580		0	3,510	3,510	
Downtown "Frame"	City Center	18,120	28,210	10,090		16,980	27,410	10,440	
East Santa Clara/Alum Rock Corridor	Mixed-Use Corridor	7,180	13,370	6,200		6,750	12,980	6,230	
Greater Downtown	Regional Center	4,590	19,750	15,150		3,670	19,310	15,640	
International Business Park	Employment Center	200	200	0		190	190	0	
North San Jose	Regional Center	10,880	43,730	32,850		10,420	42,820	32,400	
Oakridge/Almaden Plaza Urban Village	Suburban Center	1,910	9,200	7,300		1,790	9,020	7,240	
Old Edenvale	Employment Center	150	150	0		140	140	0	
Saratoga TOD Corridor	Mixed-Use Corridor	2,430	3,550	1,120		2,340	3,460	1,130	
Stevens Creek TOD Corridor	Mixed-Use Corridor	2,620	7,800	5,170		2,500	7,620	5,120	
West San Carlos & Southwest Expressway Corridors	Mixed-Use Corridor	11,150	20,960	9,810		10,320	20,410	10,100	
Westgate/El Paseo Urban Village	Suburban Center	850	3,340	2,490		800	3,270	2,480	
Winchester Boulevard TOD Corridor	Mixed-Use Corridor	4,850	6,850	2,000		4,630	6,690	2,050	
Santa Clara		45,150	58,920	13,770	30%	43,020	57,240	14,220	33%
El Camino Real Focus Area	Mixed-Use Corridor	1,840	5,400	3,560		1,650	5,220	3,580	
Santa Clara Station Focus Area	City Center	480	3,880	3,410		450	3,800	3,350	
Saratoga		11,120	11,750	630	6%	10,730	11,350	620	6%
Sunnyvale		55,790	74,780	18,990	34%	53,380	72,760	19,380	36%
Downtown & Caltrain Station	Transit Town Center	1,840	3,810	1,980		1,730	3,710	1,980	
East Sunnyvale	Urban Neighborhood	1,020	4,270	3,260		950	4,170	3,220	
El Camino Real Corridor	Mixed-Use Corridor	10,990	15,400	4,410		10,350	14,940	4,590	
Lawrence Station Transit Village	Transit Neighborhood	1,660	5,210	3,550		1,560	5,100	3,540	
Moffett Park	Employment Center	20	20	0		20	20	0	
Peery Park	Employment Center	130	130	0		110	120	10	
Reamwood Light Rail Station	Employment Center	0	0	0		0	0	0	
Tasman Station ITR	Mixed-Use Corridor	1,440	3,270	1,830		1,390	3,200	1,810	
Santa Clara County Unincorporated		29,690	32,490	2,800	9%	28,080	31,060	2,980	11%
Valley Transportation Authority									
Cores, Corridors, and Station Areas	Mixed-Use Corridor	48,380	67,690	19,300		46,070	65,750	19,680	

Household Growth by PDA and Jurisdiction

Solano County

Jurisdiction or Area Name	Place Type	HOUSING UNITS				HOUSEHOLDS			
		2010	2040	2010-2040	% Growth	2010	2040	2010-2040	% Growth
Benicia		11,310	12,680	1,380	12%	10,690	12,240	1,560	15%
Downtown	Transit Neighborhood	600	1,530	930		530	1,480	950	
Northern Gateway	Employment Center	0	0	0		0	0	0	
Dixon		6,170	6,660	480	8%	5,860	6,430	570	10%
Downtown	Rural Town Center	740	990	250		690	960	270	
Fairfield		37,180	48,280	11,100	30%	34,480	46,410	11,930	35%
Downtown South (Jefferson Street)	Suburban Center	680	1,100	420		600	1,060	460	
Fairfield-Vacaville Train Station	Transit Town Center	410	6,450	6,040		90	6,050	5,960	
North Texas Street Core	Mixed-Use Corridor	1,770	3,470	1,700		1,600	3,370	1,770	
West Texas Street Gateway	Mixed-Use Corridor	1,120	3,550	2,430		1,020	3,450	2,440	
Rio Vista		3,890	4,260	370	10%	3,450	3,950	500	14%
Downtown	Rural Town Center	360	720	360		300	680	380	
Suisun City		9,450	10,820	1,360	14%	8,920	10,490	1,570	18%
Downtown & Waterfront	Transit Town Center	1,180	2,230	1,040		1,090	2,160	1,060	
Vacaville		32,810	36,910	4,100	12%	31,090	35,860	4,770	15%
Allison Area	Suburban Center	610	700	100		550	690	130	
Downtown	Transit Town Center	250	940	690		220	920	690	
Vallejo		44,430	46,960	2,530	6%	40,560	44,880	4,320	11%
Waterfront & Downtown	Suburban Center	1,130	1,970	840		980	1,920	950	
Solano County Unincorporated		7,450	8,940	1,500	20%	6,710	8,390	1,680	25%

Sonoma County

Jurisdiction or Area Name	Place Type	HOUSING UNITS				HOUSEHOLDS			
		2010	2040	2010-2040	% Growth	2010	2040	2010-2040	% Growth
Cloverdale		3,430	4,210	790	23%	3,180	4,040	860	27%
Downtown/SMART Transit Area	Transit Town Center	1,150	1,880	730		1,040	1,800	760	
Cotati		3,140	3,650	510	16%	2,980	3,530	550	18%
Downtown and Cotati Depot	Transit Town Center	890	1,290	400		830	1,250	410	
Healdsburg		4,800	5,000	200	4%	4,390	4,650	260	6%
Petaluma		22,740	25,430	2,690	12%	21,740	24,610	2,880	13%
Central, Turning Basin/Lower Reach		810	2,570	1,760		750	2,500	1,750	
Rohnert Park		16,550	20,150	3,600	22%	15,810	19,590	3,780	24%
Central Rohnert Park	Transit Town Center	1,360	2,320	960		1,300	2,270	970	
Sonoma Mountain Village	Suburban Center	200	2,210	2,010		200	2,170	1,980	
Santa Rosa		67,400	83,420	16,020	24%	63,590	80,560	16,970	27%
Downtown Station Area	City Center	2,230	6,130	3,890		2,080	5,980	3,900	
Mendocino Avenue/Santa Rosa Avenue Corridor	Mixed-Use Corridor	7,310	9,820	2,510		6,810	9,510	2,700	
North Santa Rosa Station	Suburban Center	4,240	6,200	1,960		3,960	6,040	2,090	
Roseland	Transit Neighborhood	3,570	6,480	2,910		3,400	6,300	2,900	
Sebastopol Road Corridor	Mixed-Use Corridor	2,990	8,280	5,290		2,750	8,050	5,300	
Sebastopol		3,470	3,890	420	12%	3,280	3,710	430	13%
Nexus Area	Rural Town Center	2,510	2,890	390		2,360	2,750	400	
Sonoma		5,540	5,840	300	5%	4,960	5,390	430	9%
Windsor		9,540	11,460	1,910	20%	8,960	10,870	1,910	21%
Redevelopment Area	Suburban Center	1,430	2,640	1,200		1,370	2,550	1,190	
Sonoma County Unincorporated		67,970	73,400	5,430	8%	56,950	63,730	6,780	12%
Forestville	Rural Town Center	990	1,390	400		890	1,290	400	
Graton	Rural Town Center	570	1,000	440		530	960	430	
Guerneville	Rural Town Center	460	870	410		370	780	410	
Penngrove Urban Service Area	Rural Town Center	440	820	380		420	790	380	
The Springs	Rural Corridor	5,110	6,200	1,090		4,700	5,850	1,150	

Appendix B: Jobs-Housing Connection Growth Methodology

Housing Distribution Methodology

The housing distribution takes into account local input and key sustainability, equity, and economic factors. These factors utilize new data sources that better identifies sustainable locations for growth and planned levels of development.¹ The housing distribution is linked to existing and future transit service and expected level of greenhouse gas emissions from each area of the region, with the goal of utilizing the existing transit infrastructure efficiently and directing growth to places that can provide the best opportunity for emissions reductions. However, growth in each place is tied directly to housing potential that has been defined by local jurisdictions..

Data Sources

2010 Census Summary File 1 (U. S. Census Bureau)

The U.S. Census counts every resident in the United States. It is mandated by Article I, Section 2 of the Constitution and takes place every 10 years. National and state population totals from the 2010 Decennial Census were released on December 21, 2010. Redistricting data, which include additional state, county and local counts, were released starting in February 2011. Decennial Census population, housing unit, housing vacancy (including seasonal vacancies), and household data for the region were obtained from the 2010 Census Summary File 1:

<http://factfinder2.census.gov/main.html>

Longitudinal Employment and Household Dynamics (U. S. Census Bureau)

The Longitudinal Employment and Household Dynamics (LEHD) program uses statistical and computing techniques to combine federal and state administrative data on employers and employees with core Census Bureau censuses and surveys. The program provides employment statistics on employment, job creation, turnover, and earnings by industry, age and sex at the local, state, county and sub-county. More information on the LEHD data is available at:

<http://lehd.did.census.gov/led/>

Regional Travel Demand Model (MTC)

Vehicle miles traveled (VMT) data at the Transportation Analysis Zone (TAZ) level from the Alternative Scenarios were obtained via MTC's Regional Travel Demand Model.

UrbanSim (UCBerkeley, Purdue University)

UrbanSim is a software-based urban development simulation model incorporating land use, transportation, economic, and environmental factors. Housing development potential data was obtained via the model's land use database, which includes current local general plan land use and zoning designations. <http://www.urbansim.org/Main/WebHome>

¹ The regional housing distribution factors reflect the policy intent of the ABAG Executive Board to support equitable and sustainable development by "maximizing the regional transit network and reducing GHG emissions by providing convenient access to employment for people of all incomes by distributing total housing growth numbers to: a) job-rich cities that have PDAs or additional areas that are PDA-like; b) connected to the existing transit infrastructure; and c) lack the affordable housing needed to accommodate low-income commuters." ABAG Executive Board Meeting Summary Minutes, No. 381, p. 9. July 21, 2011. <http://abag.ca.gov/abag/events/agendas/e091511a-Item%2006.A.pdf>

National Establishment Times-Series (Walls & Associates / Dun and Bradstreet)

Walls & Associates converts Dun and Bradstreet archival establishment data into a time-series database of establishment information called the National Establishment Times-Series (NETS) Database. The NETS data is gathered by individual business and includes number of jobs, industry type, and location. ABAG has analyzed the NETS data to provide information on the spatial distribution of jobs at the jurisdiction and PDA level by employment sector, as well as changes in spatial distribution at these geographies from 1989-2009. More information on the NETS data is available at: <http://www.youreconomy.org/nets/?region=Walls>

Housing Distribution Factors

Locally-based Development Potential

Housing development potential was used as the basis for distributing household growth to each area. The potential for housing development up to 2040 for each place was determined from existing and future land use data and local growth potential information from the following three sources:

- 1. Local input on SCS scenarios**

Local feedback on the SCS scenarios through letters, emails, meetings, and the SCS Basecamp forum, the PDA Assessment, and new applications for PDA designation provided detailed information on planned growth in specific PDAs and jurisdictions and constraints to growth.

- 2. PDA Place Types**

Locally-selected place types by PDA served as a reference on the scale of growth proposed in each PDA.

- 3. Land Use Data**

ABAG collects existing and planned land use data from local jurisdictions. The land use database, currently being used in the UrbanSim model, includes local zoning and general plan designations along with allowable densities and intensities for development. Development potential up to 2040 for each area within the region was determined via analysis of these local zoning and land use designations. The land use database includes information from adopted general plans and zoning ordinances only, so the capacity reflected in the scenarios may reflect lower (or higher) capacity than what jurisdictions are currently planning.

Sustainability, Equity and Economic Factors

- 1. Transit**

Each area throughout the region was identified by its highest level of transit service. Growth was distributed based on transit tiers, with the goal of utilizing the existing transit infrastructure more efficiently; places with high levels of transit service were directed commensurately more growth.

Transit Tiers:

Tier 1: BART, Muni Metro, VTA Light Rail, Caltrain

High-frequency heavy rail and light rail: locations with substantial existing transit investments that generally provide higher-frequency access region-wide, particularly to major job centers

Tier 2: ACE, Amtrak Capital Corridor, SMART, eBART, Bus Rapid Transit (BRT) corridors

Low-frequency heavy/commuter rail, future heavy rail, BRT/rapid bus corridors: locations with less convenient access to major job centers and future transit investment areas, generally providing access sub-regionally, rather than region-wide

Tier 3: All other transit (bus, ferry, etc.)

Locations served by lowest frequency and more locally-serving transit

2. Vehicle Miles Traveled per Household

Vehicle Miles Traveled (VMT) data² for each PDA and non-PDA area is available from MTC's Regional Travel Demand Model. A 2040 VMT per household measure for each geographic sub-area used in the distribution analysis was calculated from 2040 VMT by Transportation Analysis Zone (TAZ) modeled from the best-performing SCS Alternative Scenario. This measure was used in the distribution to identify the places that are expected to result in the lowest greenhouse gas emissions (the VMT per household measure is highly correlated with greenhouse gas emissions). Each place was categorized by VMT tier, shown below.

VMT per Household Tiers:

Tier 1: 0-25 vmt/hh

Tier 2: 25-35 vmt/hh

Tier 3: 35-45 vmt/hh

Tier 4: 45+ vmt/hh

3. Current housing vacancy and seasonal housing data

To account for current vacant housing units, identified via the 2010 U.S. Census, vacancy absorption was factored into the housing distribution. Vacancy absorption is the number of existing vacant units that are available to accommodate new households in an area; it reduces the total number of new units that will have to be built in an area to accommodate growth to 2040.

Seasonal housing units and seasonal vacancies were also accounted for in the distribution. These units were removed from the analysis to ensure that they were not counted as available for occupancy by households.

4. Employment Factor

To link housing growth more closely to job centers, the initial housing distribution was adjusted by an employment adjustment factor for each area, based on the Jobs-Housing Connection Scenario 2040 employment for each jurisdiction.

² VMT by place of residence for all home-based trips was used for the housing distribution.

5. Net Low-income In-commuting Factor

To shift growth to places that are importing many low-income workers, a net low-income in-commuting factor was used to adjust the initial housing distribution. U.S. Census Bureau LEHD data was used to determine the number of workers commuting to and from the jurisdiction by income category in 2009 and previous years.

6. Housing Value Factor

To shift housing growth to places that offer high quality services (schools, infrastructure, parks, etc.), the initial housing distribution was adjusted by a housing value factor, based on jurisdictional median home value.

Methodology

1. Housing unit growth was added to each PDA's and non-PDA area's 2010 housing unit value based on each area's housing development potential, adjusted by Transit-VMT Tier growth adjustment rates and distributed via the steps described below.

Transit-VMT Tier Adjustment Rates

Transit Tier	VMT Tier	Growth Adjustment Rate
1	1	1.1
1	2	1.25
1	3	1.2
1	4	1.15
2	1	1.25
2	2	1.2
2	3	1.15
2	4	1
3	1	1.2
3	2	1
3	3	1
3	4	0.75

Housing Distribution Steps

Step	Area	Base Housing Unit Growth	Growth Adjustment
1	Any VMT Tier 1 area	PDAs: Local feedback level of growth Other areas: land use development potential	Maximum of Base Growth or Transit-VMT Tier Rate x Base Growth. <i>No adjustment for PDA areas if planned level of growth exceeds Place Type mid-point unit level.</i>
2	All remaining PDAs (excluding Employment Centers): VMT Tiers 2, 3, 4	Local feedback level of growth	Maximum of Base Growth or Transit-VMT Tier Rate x Base Growth. <i>No adjustment for PDA areas if planned level of growth exceeds Place Type mid-point unit level.</i>

Step	Area	Base Housing Unit Growth	Growth Adjustment
3	All remaining non-PDA areas (excluding areas outside of Urban Growth Boundaries/Urban Limit Lines		Remainder of Regional Control Total x Core Constrained Alternative Scenario Share of Growth x Transit-VMT Tier Rate (less vacant housing units for places with vacancy >10%)

2. Additional units were distributed to key job centers and locations along the core transit network, including PDAs and non-PDA areas in the following cities: Burlingame, Millbrae, Oakland, Pleasanton, Redwood City, San Francisco, San Jose, San Mateo, San Ramon, Santa Clara, South San Francisco, Sunnyvale, and Walnut Creek. These areas were generally identified based on 2010 and 2040 level of employment, 2010 jobs-housing ratio, and level of transit service (particularly BART and Caltrain).
3. Growth in all areas was adjusted plus or minus 10 percent based on the combined adjustment factors:
 - a. Housing Value (weight = 3)
 - b. Net Low-income In-commuting (weight = 2)
 - c. 2040 Employment (weight = 1)
4. Jurisdictional levels of growth were checked. For jurisdictions with BART or Caltrain stations, or with a VMT per household value less than 35, growth was adjusted upward to meet locally-identified levels of growth if the growth allocated after step 3 fell short of this.
5. Vacancy absorption was factored in for each area to obtain household growth.
6. The jurisdictional level of growth was adjusted up or down based on feedback, ensuring that growth in each place meets at least 5% of existing units (for jurisdictions with population greater than 10,000). Growth from areas exceeding 115% of their locally-identified level of growth was re-balanced to areas receiving less than 75% of their locally-identified level of growth. Only 70% of the total units over-allocated were re-distributed to under-allocated jurisdictions. The result is that the level of growth in some jurisdictions may still exceed the 115% threshold.

Employment Distribution Methodology

The employment distribution takes into account employment growth by sector and is linked to transit infrastructure and local input. Employment growth is organized under three major groups: knowledge-sector jobs, population-serving jobs, and all other jobs. The knowledge-sector jobs are expected to grow based on current concentration, specialization, and past growth as well as transit service and access. Population-serving jobs, such as retail stores are expected to grow based on residential growth. All other jobs are expected to grow according to the existing distribution of jobs in each of these sectors.

Data Sources

California Department of Transportation Sector Forecast (Caltrans)

Caltrans uses an econometric model to project employment by industry out to 2040 for each county in California. The agency's model uses variables and assumptions taken from the UCLA Anderson Forecast and historic employment data from EDD. The most recent projections were released in August 2011, titled *California County-Level Economic Forecast: 2011-2040*. In comparison, the most recent EDD and BLS projections available date from 2008 and 2009. A complete description of the 2011 Caltrans projection methodology and data out to 2040 is available at: http://www.dot.ca.gov/hq/tpp/offices/eab/socio_economic.html.

Center for Continuing Study of the California Economy (CCSCE)

Stephen Levy at CCSCE uses national short-term and long-term economic and demographic forecasts to prepare long-term regional economic projections by industry sector. Details on the CCSCE methodology and analysis are provided in a report, *Bay Area Job Growth to 2040: Projections and Analysis*.

Walls & Associates / Dun and Bradstreet (NETS)

Walls & Associates converts Dun and Bradstreet archival establishment data into a time-series database of establishment information called the National Establishment Times-Series (NETS) Database. ABAG has analyzed the NETS data to provide information on the spatial distribution of jobs at the jurisdiction and PDA level by employment sector, as well as changes in spatial distribution at these geographies from 1989-2009. More information on the NETS data is available at: <http://www.youreconomy.org/nets/?region=Walls>

Methodology

2010 Employment Distribution

Current employment is based on total jobs by sector as detailed in the CCSCE report. This is derived from California Employment Development Department wage and salary job estimates plus estimates for self employed workers developed from the 1990 and 2000 Census and American Community Survey annual estimates. The distribution to the counties is based upon 2010 sector totals by county from the Caltrans forecast. NETS data is used to distribute jobs by PDA and jurisdiction for each sector within each county.

2040 Employment Distribution

Total regional employment

The 2040 total job number was established from an analysis of economic and demographic trends, housing production, and policy direction to reduce reliance upon in-commuting to provide additional workforce for future Bay Area jobs. The 2040 job, population, and household totals provide a consistent set of demographic projections that accounts for: future age and ethnic demographic changes (DoF forecast), labor force participation rates (BLS), headship rates (HCD/DOF/ACS), group quarter and institutional shares of population (ACS), and normalized future unemployment and vacancy rates (5.1% and 4%, respectively).

Employment by economic sector and county

The composition of employment in 2040 by different industry sectors is based upon *Bay Area Job Growth to 2040: Projections and Analysis*, prepared by Stephen Levy at the Center for Continuing Study of the California Economy. This report uses a shift-share methodology (calculating regional growth as a share of national growth by industry sector) to project the future composition of Bay Area employment among the broad 2-digit NAICS industry sectors.

The distribution of 2040 employment among the nine counties for each industry sector is based upon county shares of regional employment in Caltrans' *California County-Level Economic Forecast: 2011-2040*. The agency's econometric model uses variables and assumptions taken from the UCLA Anderson Forecast and historic employment data from EDD.

The distribution of employment by jurisdiction and Priority Development Area was then calculated as a share of county growth for each industry sector.

Employment by jurisdiction and Priority Development Area

The distribution of employment at the jurisdiction and Priority Development Area geographies relies upon three basic approaches depending upon the type of job:

1. Population-serving jobs: For jobs that provide services to households, employment location is dependent upon where people live. As a result, growth of these jobs was distributed at the jurisdiction and PDA geography based upon the spatial distribution of household growth in the region. Residential construction jobs were also included in this category, as they will be located where new housing is built. Based upon an analysis of Bay Area employment at the 4-digit NAICS categories, jobs in this category included 14% of new Construction jobs, 48% of new Retail jobs, 60% of Health and Education jobs, and 36% of Leisure and Hospitality sector jobs.
2. Knowledge-sector jobs: For jobs in Professional and Business Services, Information, and Finance, a Knowledge Strength Index was used to weight the distribution of jobs within each county at the jurisdiction level. The index weights jurisdiction growth based upon the following factors: Average total employment 1990-2010 (10%); average knowledge-sector employment 1990-2010 (10%); Knowledge-sectors county location quotient 2010 (20%); share of county's jobs 2010 (10%); share of knowledge-sector job growth in county 1990-2000 (10%); employees per square mile 2010 (15%); average combined headway 2009 (20%);

and share of intersections in jurisdiction with transit (5%) [Employment data from NETS, transit data from MTC]. This index reflects the tendency of these jobs to prefer locations with already high concentrations of similar companies and a shared labor pool. The maximum deviations for any jurisdiction from existing shares in these sectors based upon the index weighting was +9% and -3% of county growth. The index allocation to jurisdictions was adjusted downward for smaller residential communities with limited land capacity to increase employment. Priority Development Areas received a 10% increase in share of jurisdiction growth in these sectors over existing shares.

3. All other jobs: For the remaining sectors, employment growth was distributed based upon the existing distribution in 2010 as derived from analysis of NETS establishment data. This data provides employment information by location of a business establishment. This is a high level of geographical resolution, which allows us to capture the employment by PDA more accurately than previous zip code data.

Following the distribution outlined above, staff reviewed job capacity information for Priority Development Areas provided by local jurisdictions (either directly as feedback on prior scenarios, in PDA application materials and assessment surveys, or in regional land use data collected by ABAG). Where there was additional job growth in a jurisdiction and capacity identified for that growth in Priority Development Areas, the PDA employment numbers were increased to reflect the local plans. Additionally, shifts among PDAs within a jurisdiction were made to better reflect where growth was planned for by local jurisdictions.

Regional Projection Economic and Demographic Assumptions

Regional Totals (in millions)

	1990	2000	2010	2020	2030	2040
Housing Units		2.552	2.786	2.956	3.201	3.446
Households	2.251	2.466	2.608	2.838	3.073	3.308
Group Quarters Population	0.149	0.143	0.148	0.162	0.182	0.214
Population	6.024	6.784	7.151	7.787	8.497	9.299
Labor Force	3.322	3.535	3.658	4.057	4.270	4.584
Employed Residents	3.152	3.377	3.269	3.850	4.052	4.350
Jobs	3.206	3.753	3.385	3.987	4.197	4.505

Rates

	1990	2000	2010	2020	2030	2040
Vacancy Rate		3.4	6.4	4.0	4.0	4.0
Persons per Household	2.61	2.69	2.69	2.69	2.71	2.75
Labor Force Participation Rate	55.6	52.6	51.6	52.6	50.8	49.8
Unemployment	5.1	4.5	10.6	5.1	5.1	5.1
Employed Residents per Job	0.983	0.900	0.966	0.966	0.966	0.966

Population Profile

The age and ethnic composition of the region's future growth comes from: State of California, Department of Finance, *Population Projections for California and Its Counties 2000-2050*, Sacramento, California, July 2007. For each decade, the growth shares by age and ethnic composition were added to the 2010 base population profile from Census 2010 to get future year age and ethnic total population profiles. The net migration assumption for the Department of Finance forecast averages 177,000 statewide over the 50-year period, or approximately 35% of the growth. This is the source for the composition of population growth, not the level of total growth.

Housing Units

A thirty-year average housing production level of 22,000 is assumed. This is based upon an analysis of past production, challenges associated with increasing the inventory of multi-family housing brought to market, and future policy supports, acknowledging that high housing costs and limited production is a factor constraining the ability of the region to accommodate future job growth.

Vacant Units

Vacant units are calculated by an assumed future vacancy rate of 4% of total housing units in future years, due to regular turnover of the housing stock.

Households

Total households are calculated by subtracting vacant units from total housing units.

Persons per Household

Existing headship rates – the ratio of household population to heads of households – by age and ethnic group are derived from the 2005-2009 American Community Survey 5-year average estimate. The existing headship rates by age and ethnic group are applied to the future year household population profile to get the future persons per household for the Bay Area. Changes in headship are not assumed – the change in the overall persons per household over time is solely a result of the changing population profile of the region.

Household Population

Total household population is calculated by multiplying the future persons per household by the future total households.

Group Quarters Population

The future group quarters population is calculated as a share of total population. The share is calculated using Census 2010 rates of group quarter population by age applied to the future year population profile.

Population

Total population is calculated by adding household population and group quarters population.

Non-Institutionalized Population

Similar to the group quarters population, non-institutionalized population is calculated as a share of total population. The share is calculated using Census 2010 rates of non-institutionalized population by age applied to the future year population profile.

Labor Force Participation Rates

For future labor force participation rates, we rely on: United States Department of Labor, Bureau of Labor Statistics, *Labor force participation rates, 2008-2018* and *Labor force participation rates, to 2050*. The future national labor force participation rates by age and ethnic group are applied to the future non-institutionalized population profile. The overall rate is then adjusted based upon the difference in 2010 between national and regional labor force participation to get the future labor force participation rate for the Bay Area.

Labor Force

Labor force is calculated by multiplying the future year non-institutionalized population by the future labor force participation rate.

Unemployment Rate

The assumption is for full employment levels in future years. This is assumed as a 5.1% unemployment rate per the Bureau of Labor Statistics.

Employed Residents

Employed residents are calculated by subtracting the unemployed residents from the labor force. Unemployed residents are calculated by multiplying the labor force by the unemployment rate.

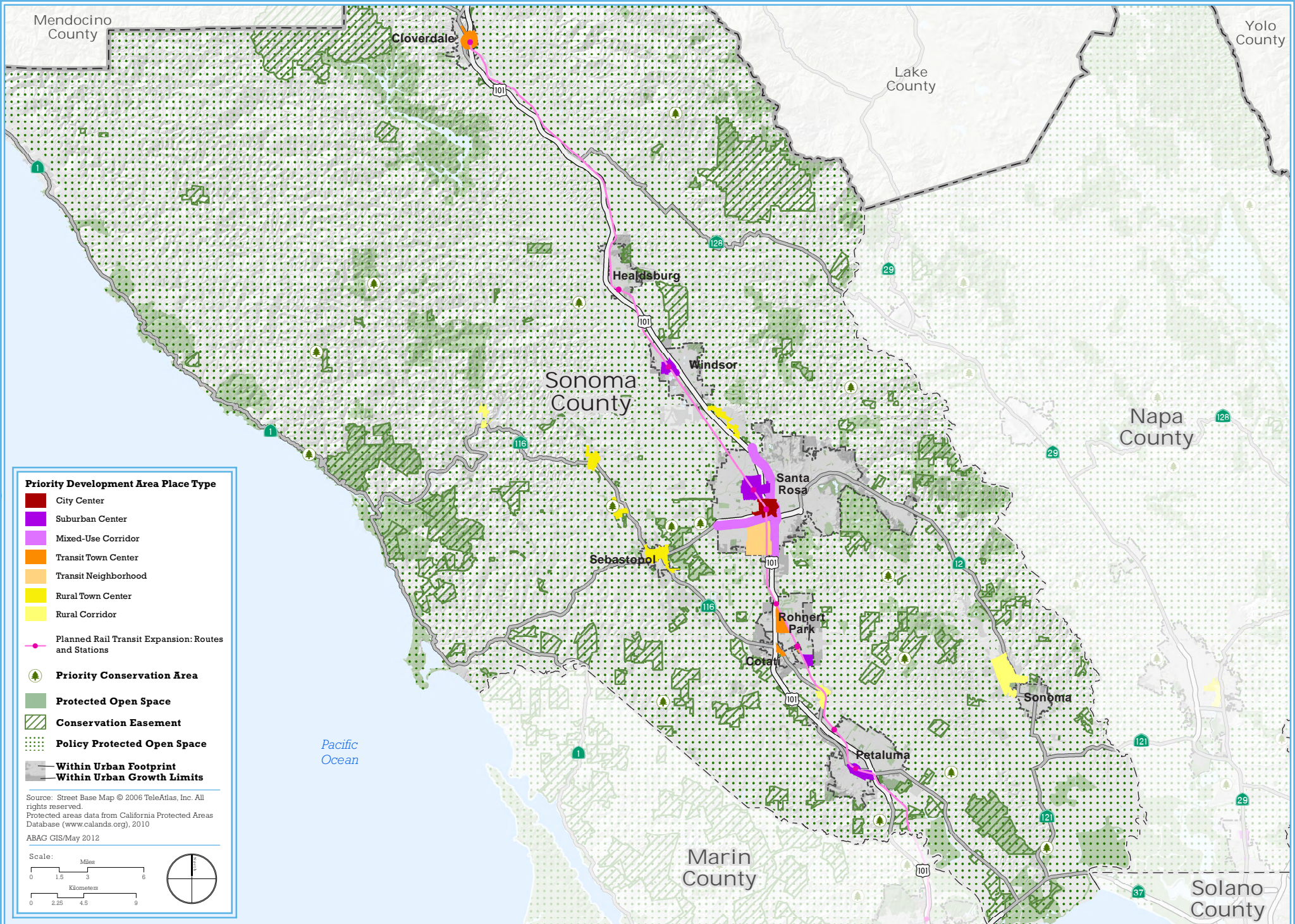
Employed Residents per Job

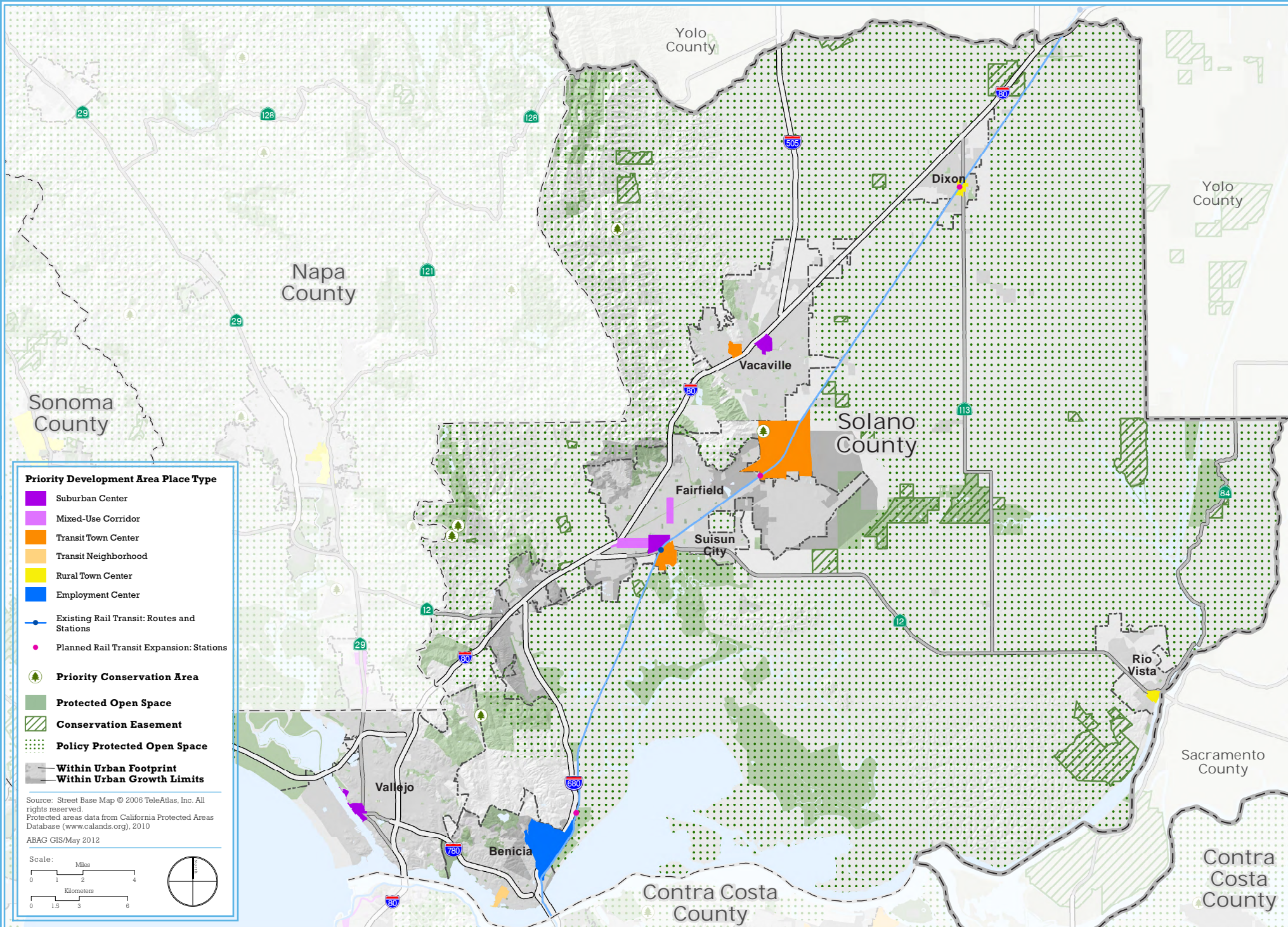
This ratio is influenced by levels of in-commuting and out-commuting as well as the number of employed residents holding multiple jobs. We have assumed that this ratio holds at the 2010 level, implying the rates of net-incommuting and multiple job-holding remain constant. This implies a small increase in incommuting and multiple job-holding from 2010 proportionate to the increase in total jobs in the region, but halts the trend of increasing rates of incommuting into the region seen in recent decades, due to road capacity constraints and additional housing production supports within the region. This also keeps the incommute well below 2000 levels.

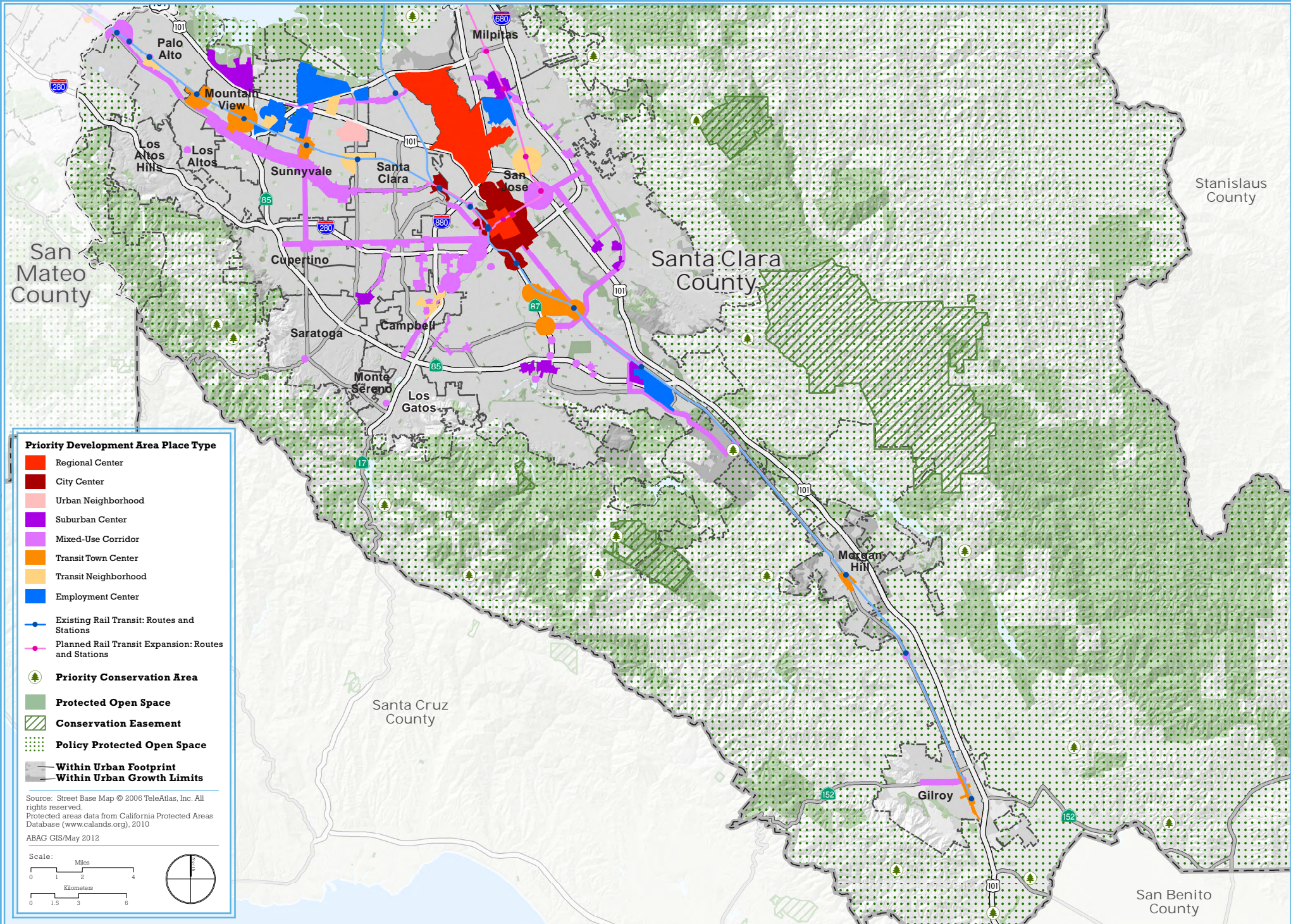
Jobs

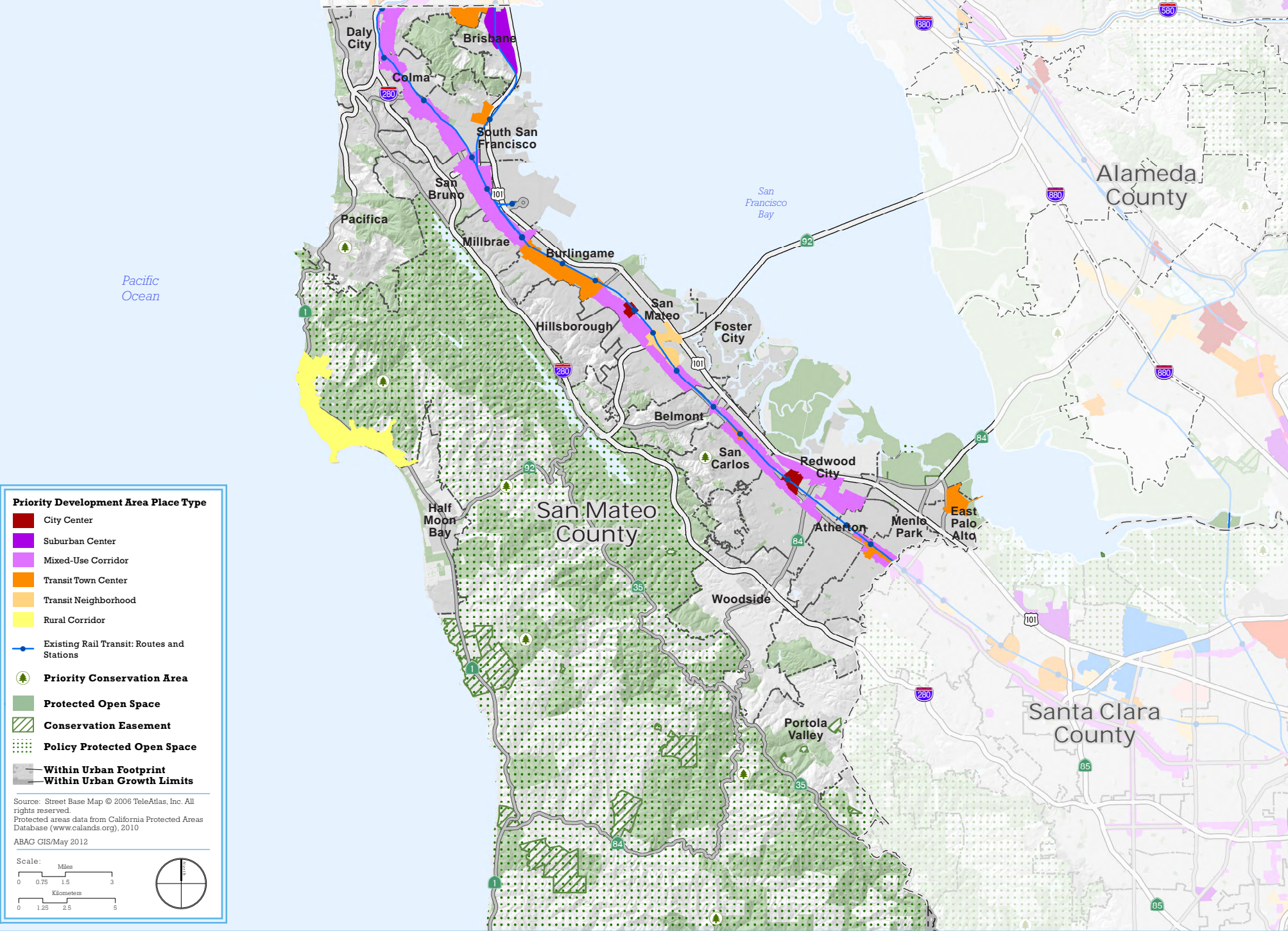
Total potential jobs in the Bay Area are provided by Center for Continuing Study of the California Economy, based on an analysis of the Bay Area's share of national jobs by job sector and the region's competitiveness in these sectors. The forecast jobs are calculated from employed residents, holding the 2010 employed resident per job ratio of 0.966 constant. This assumption holds the rates of net in-commuting and multiple job holding constant into the future, as opposed to the increases experienced in the 80's and 90's. The resulting forecast jobs are about 100,000 jobs lower than the potential jobs in the economic forecast from the Center for Continuing Study of the California Economy.

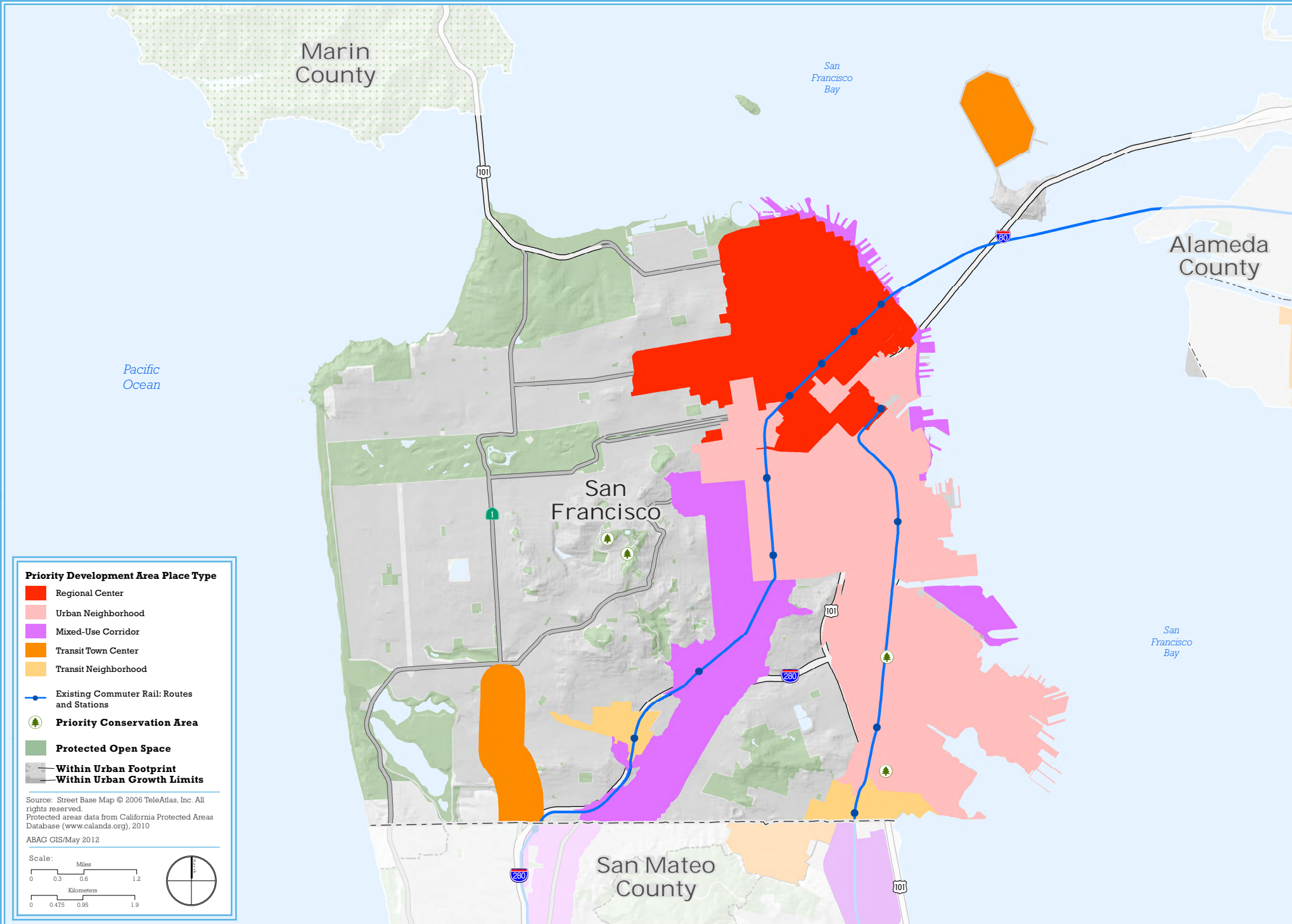
Appendix C: Maps of Priority Development Areas by County

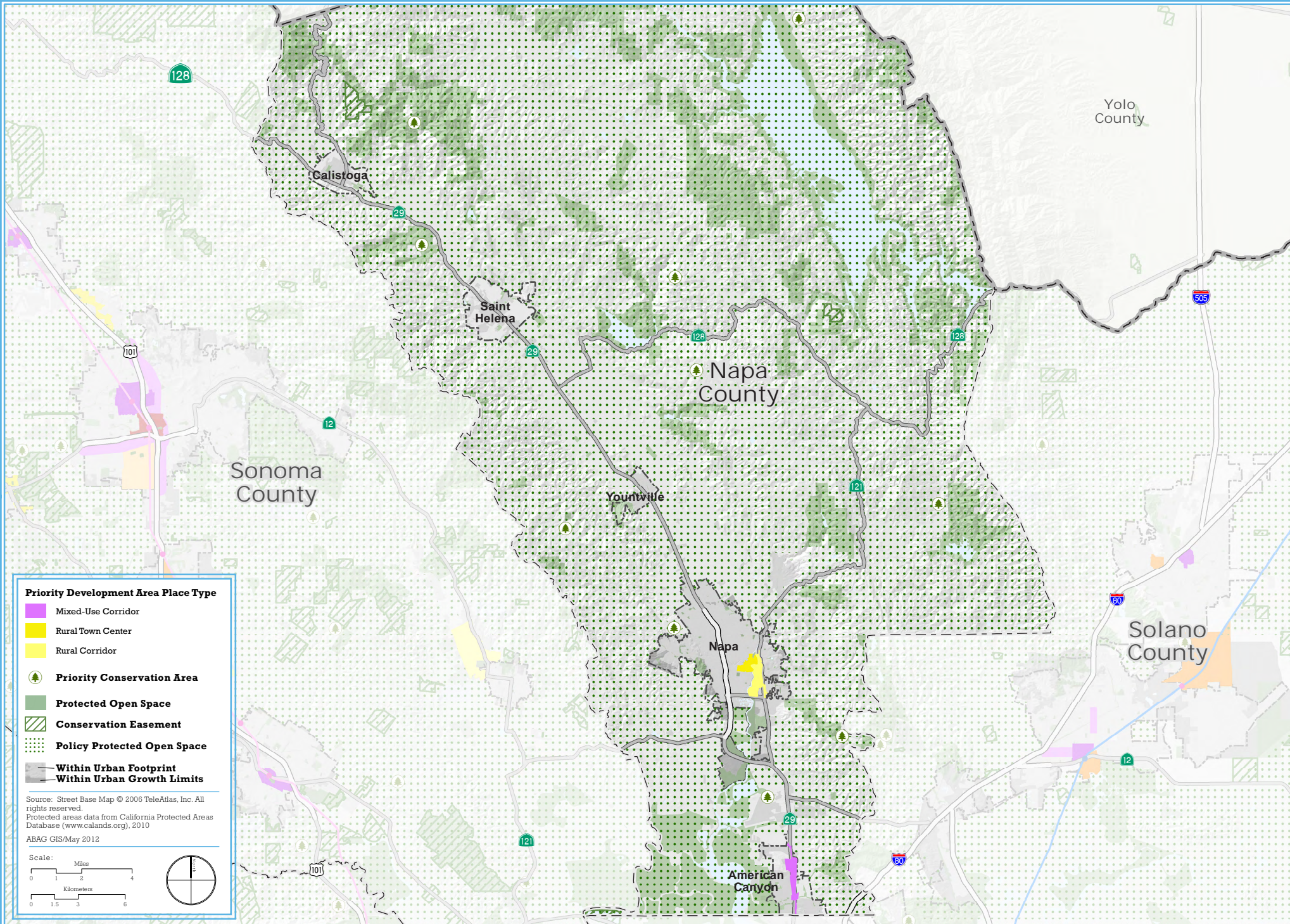


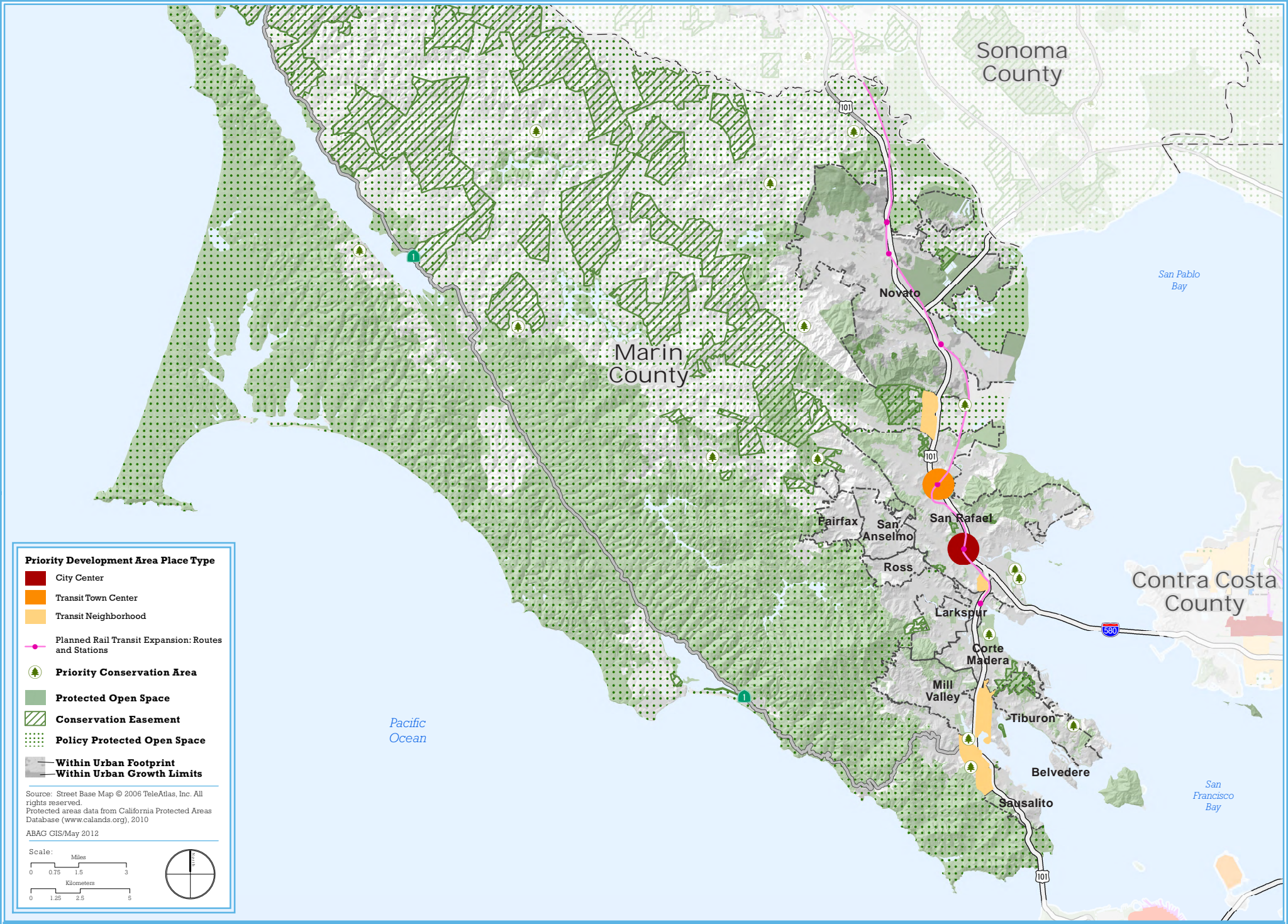


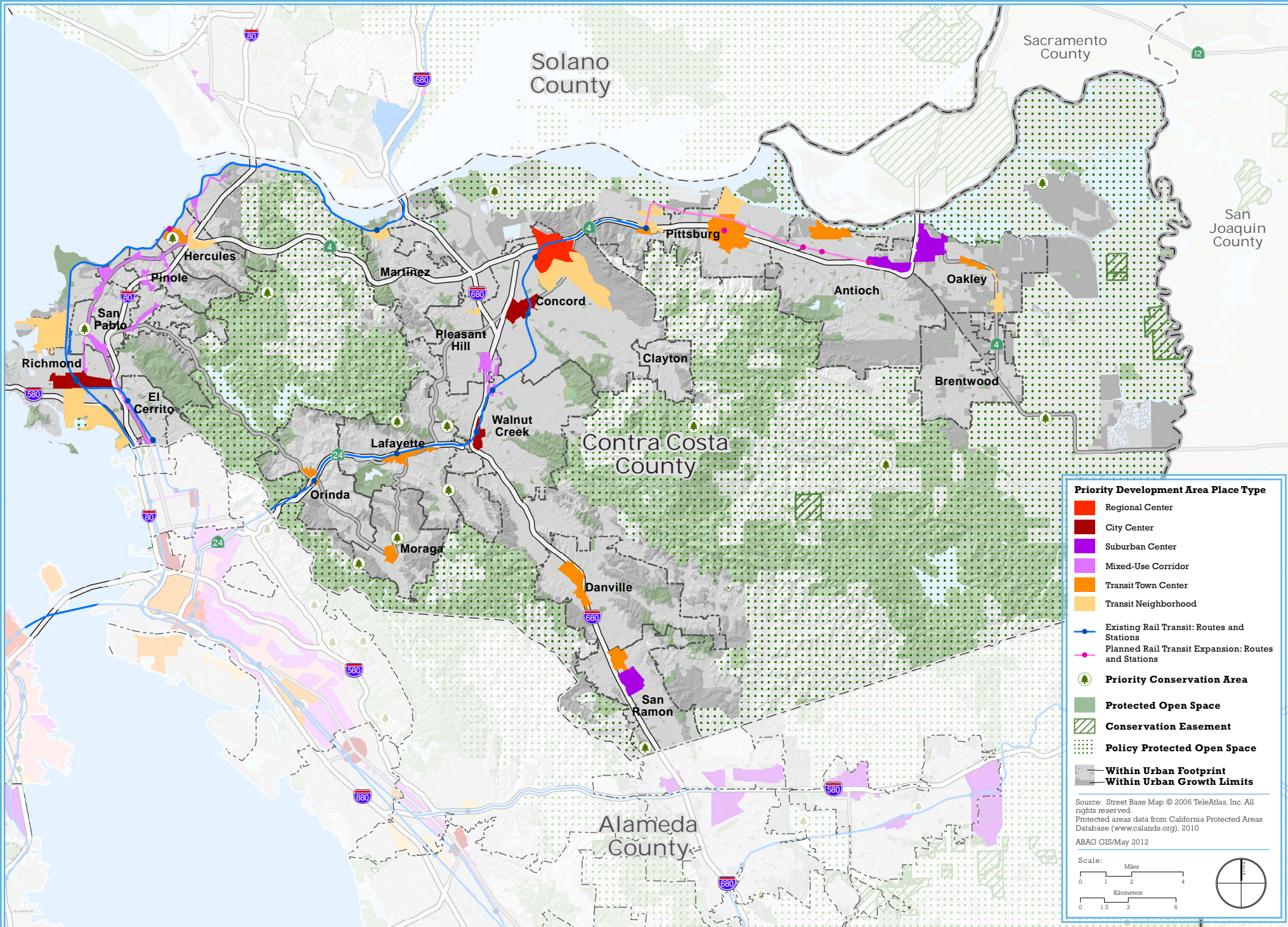


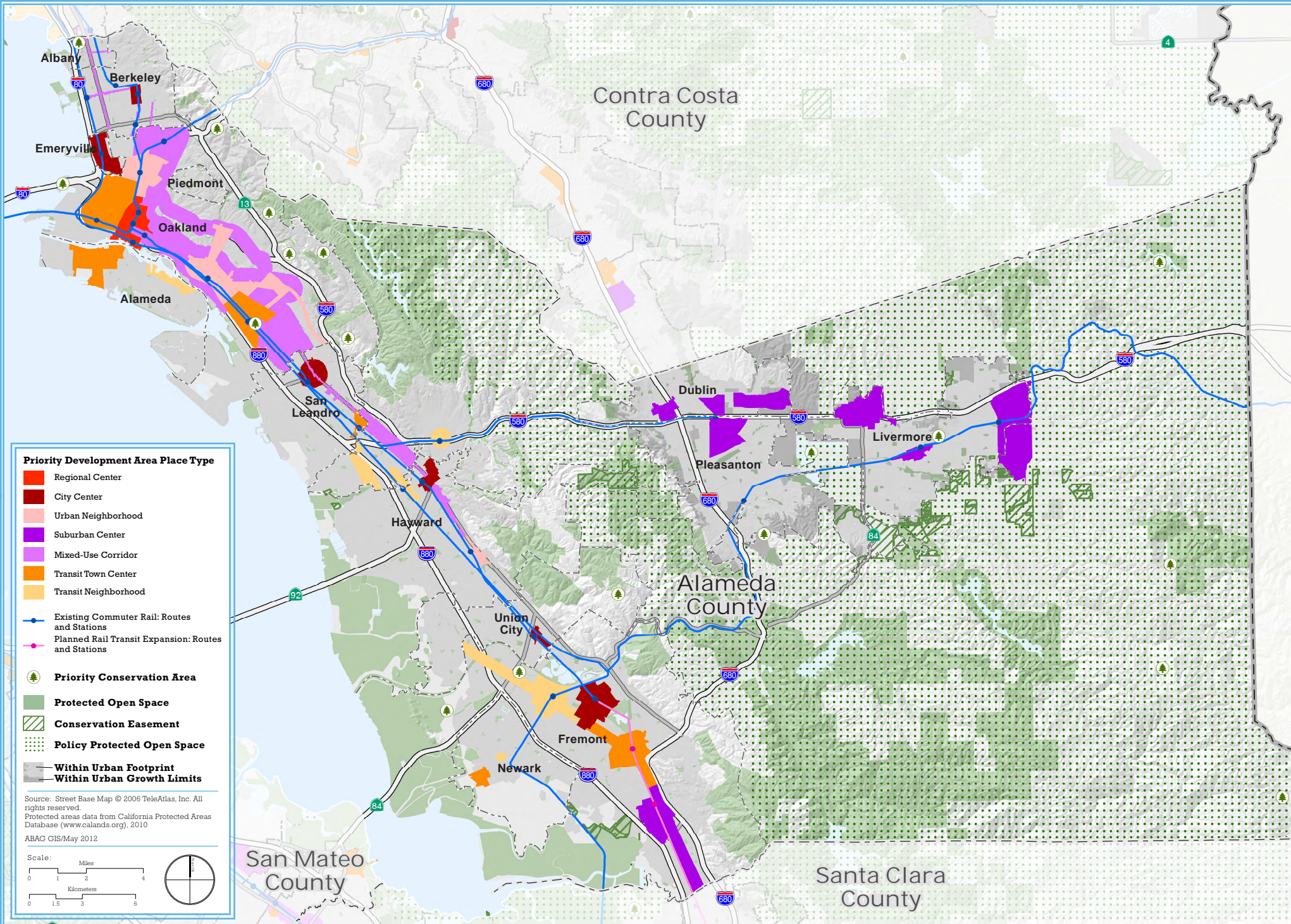












Appendix D: Additional Conditions that Could Impact the U.S. Housing Market

Lingering effects of the housing bubble

The sub-prime mortgage crisis and the end of the housing bubble may have long-term repercussions for housing finance and affordability. The relative shortage of new demand (created by the vacuum of Generation X) to offset the increasing quantity of households leaving the housing market (created by seniors trying to sell their homes) could lead to an oversupply of large lot homes for sale.

Tightening credit standards affects homeownership

The impacts of the housing bubble also include the increased standards for mortgage lending, as mentioned earlier. With lenders requiring larger down payments and higher credit scores, many prospective homebuyers may no longer qualify to purchase homes, and hence the reason for the decline in the percentage of homeownership since 2004 cited earlier.

Lower median household incomes than a decade ago

Median household incomes for all age groups in each income category are likely to have ended the decade lower than where they began in 2000. According to Harvard University's analysis of Census Current Population Survey (CPS) data as last measured in March 2009, no group was spared from income declines. If incomes do not rebound quickly, Americans will have to consider whether to cut back on the size and features of their homes or allocate larger shares of their incomes to housing.

Energy costs

Climate change, fuel prices, and policies on climate change and energy all could have an impact on housing types. Future higher energy costs could act to reduce the preferred housing unit size and encourage more central locations that reduce the cost of transportation.

Homeownership may decline

The U.S. homeownership rate dropped to 66.9 percent (down 2.3 percent) since 2004, and continues to drop. Prudential Real Estate Investors project that by 2015 the homeownership rate will drop to 64 percent. Other factors affecting single-family home ownership rates include:

- **Changing rates of marriage:** Americans, especially those in Generation Y, are taking longer to marry, if they marry at all. The median age of first marriage is increasing. In 1970, the median age for a man was 23 and 21 for a woman; today those are 28 and 26, respectively. According to the Council on Contemporary Families, a Chicago-based research firm, for the first time in more than a century, more than half of those aged 25 to 34 have never been married. This trend is more pronounced among young adults with college educations that the Bay Area attracts. This will likely increase the demand for multifamily rentals in the future.

- **Changes in household size and composition:** the typical household is no longer a married couple with children. Less than a quarter of U.S. households in 2010 fit that description. Instead, the single-person household and couples without children will grow at an even faster rate in the future (Joint Center for Housing Studies). University of Southern California Professor Dowell Myers notes that the rapid rise in one-person households will likely continue for the next several decades. In 2000, 25.7 percent of all U.S. households were one-person households. Projections for 2030 indicate that single person households may grow to 33.8 percent, and up to 37.3 percent by 2050. In today's terms, each one percent represents 1.3 million U.S. households.

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Appendix F: Glossary of Terms

Alternative Planning Strategy (APS) — If the SCS is unable to achieve the greenhouse gas reduction target, then an APS must be prepared. The APS would show how the greenhouse gas targets would be achieved through alternative development patterns, infrastructure investments, or additional transportation measures or policies. The APS is a separate document from the Regional Transportation Plan (RTP), but may be adopted at the same time as the RTP.

Alternative Scenarios — A planning scenario for the SCS and RTP. Following development of the Initial Vision Scenario, Alternative Scenarios that were financially constrained (accounted for available revenues) were developed, analyzed and discussed as part of the Plan Bay Area process. (See also Initial Vision Scenario and Preferred Scenario.)

Assembly Bill (AB) 32 — The Global Warming Solutions Act of 2006, which requires California to reduce its greenhouse gas emissions to 1990 levels by 2020.

Assembly Bill (AB) 32 Scoping Plan — The scoping plan developed by the California Air Resources Board (CARB) has a range of greenhouse gas (GHG) emissions reduction actions which include [direct regulations](#), alternative compliance mechanisms, monetary and non-monetary incentives, [voluntary actions](#), market-based mechanisms (such as a [cap-and-trade](#) system), and an [AB 32 cost of implementation fee regulation](#) to fund the program. The plan is a central requirement of [AB 32](#).

Association of Bay Area Governments (ABAG) — The council of governments and designated regional planning agency represent the San Francisco Bay Area's nine counties and 101 cities and towns. ABAG initiates innovative programs, projects, and partnerships to help resolve the region's economic, social, and environmental challenges, providing research and analysis and cost-effective local government service programs. ABAG is committed to enhancing the quality of life in the Bay Area by leading the region in advocacy, collaboration, and excellence in planning, research, and member services.

Bay Area Air Quality Management District (BAAQMD) — BAAQMD regulates industry and employers to keep air pollution in check and sponsors programs to clean the air. BAAQMD also works with ABAG, the Metropolitan Transportation Commission (MTC), and the Bay Conservation and Development Commission (BCDC) on issues that affect land use, transportation, and air quality.

Bay Area Regional Agency Climate Protection Program — This program was approved by the Joint Policy Committee (JPC) on July 20, 2007. As part of this process, ABAG established targets for assessing alternative land use scenarios in the development of the latest iteration of *Projections 2009*, the region's policy-based forecast of population and employment. MTC developed the RTP update, *Transportation 2035*, which evaluates transportation strategies and investment programs relative to a target of reducing GHG emissions from on-road vehicles in the year 2035 by 40 percent compared to 1990 levels.

Bay Conservation and Development Commission (BCDC) — A state-established agency with jurisdiction over dredging and filling of San Francisco Bay and limited jurisdiction over development within 100 feet of the Bay.

California Air Resources Board (CARB) — part of the California Environmental Protection Agency. Its mission is to promote and protect public health, welfare, and ecological resources through the effective and efficient reduction of air pollutants while recognizing and considering the effects on the economy of the state. SB 375 requires that CARB set GHG-reduction targets for cars and light trucks in each California region for the years 2020 and 2035.

California Environmental Quality Act (CEQA) — This California law passed in 1970 requires that documentation of potential environmental impacts of development projects must be submitted prior to development. Under SB 375, housing development projects can qualify for a full CEQA exemption if:

- They do not exceed 8 acres or 200 units
- They can be served by existing utilities
- They will not have a significant effect on historic resources
- Their buildings exceed energy efficiency standards
- They provide any of the following:
 - 5 acres of open space
 - 20 percent moderate income housing
 - 10 percent low income housing
 - 5 percent very low income housing.

Carbon Dioxide (CO₂) — CO₂ is a colorless, odorless, non-poisonous gas that is a normal part of the ambient air. CO₂ contributes the most to human-induced global warming. Human activities such as fossil fuel combustion and deforestation have increased atmospheric concentrations of CO₂ by approximately 30 percent since the industrial revolution.

Clean Air Plan (CAP) — At a public hearing on September 15, 2010, the BAAQMD Board of Directors adopted the final *Bay Area 2010 Clean Air Plan*, and certified the Final Environmental Impact Report on the CAP. The 2010 CAP serves to update the Bay Area ozone plan in compliance with the requirements of Chapter 10 of the California Health & Safety Code. In addition, the 2010 CAP provides an integrated, multi-pollutant strategy to improve air quality, protect public health, and protect the climate.

Climate Change — Climate change refers to changes in the Earth's weather patterns, including the rise in the Earth's average temperature due to an increase in heat-trapping or greenhouse gases (GHGs) in the atmosphere. Climate scientists agree that climate change is a man-made problem caused by the burning of fossil fuels like petroleum and coal. Transportation accounts for about 40 percent of the Bay Area's GHG emissions. Climate change is expected to significantly affect the Bay Area's public health, air quality, and transportation infrastructure through sea level rise and extreme weather events.

Complete Communities — Complete communities are those which provide the opportunity for people to live a complete day, including their work, school, services, and recreation, within the boundaries of their own neighborhoods. Complete communities offer these amenities in a pedestrian-friendly atmosphere where public transit is at least as convenient as the automobile. These neighborhoods or districts are self-sufficient by connecting transit and shopping, and are

surrounded by different housing types, services, and amenities. Complete communities are created through an integrated approach to transportation planning, land use planning, and urban design with an inter-related set of policies that mutually reinforce one another.

Equitable Development — Equitable development ensures that individuals and families in all communities can participate in and benefit from economic growth and activity. It is grounded in four guiding principles: the integration of people and place strategies; reduction of local and regional disparities; promotion of "double bottom line" investments; and inclusion of meaningful community voice, participation, and leadership.

FOCUS — A regional planning initiative spearheaded by ABAG in cooperation with MTC, and in coordination with BAAQMD and BCDC. FOCUS seeks to protect open space and natural resources while encouraging infill development in existing communities (see PCAs and PDAs below). The FOCUS initiative encourages future growth in areas near transit and within the communities that surround the San Francisco Bay. Concentrating housing in these areas offers housing and transportation choices for all residents, while helping to reduce traffic, protect the environment, and enhance existing neighborhoods.

Focused Growth — Development that reflects higher densities, mixed use, and a higher proportion of housing and employment growth in urban areas, particularly near transit stations and along transit corridors, as well as in town centers.

Global Warming — The progressive gradual rise of the Earth's average surface temperature thought to be caused in part by increased concentrations of GHGs in the atmosphere.

Greenhouse gas (GHG) — Gas in an atmosphere that absorbs and emits radiation within the thermal infrared range. This process is the fundamental cause of the greenhouse effect, which causes warming of the atmosphere of the Earth.

Initial Vision Scenario — A planning scenario for the SCS and RTP. The Initial Vision Scenario was developed in 2011 to serve as a starting point for articulating the Bay Area's vision of future land uses and for assessing performance relative to statutory greenhouse gas and housing targets as well as other voluntary performance targets. The Initial Vision Scenario was unconstrained by available revenues. It served as the basis for the development, analysis and discussion of the Alternative Scenarios that led to the Jobs-Housing Connection Strategy. (See also Alternative Scenarios and Preferred Scenario.)

Joint Policy Committee (JPC) — The JPC coordinates the regional planning efforts of the [ABAG](#), [BAAQMD](#), [BCDC](#) and [MTC](#). Among the JPC's current initiatives are [focused growth](#), [climate protection](#), and development of a sustainable communities' strategy pursuant to [SB 375](#).

Low-carbon emissions standards or low carbon fuel standards (LCFS) — California's LCFS requires fuel providers to reduce the carbon intensity of transportation fuels sold in the state, dramatically expanding the market for alternative fuels. By 2020, the LCFS will reduce carbon content in all passenger vehicle fuels sold in California by 10 percent.

Metropolitan Planning Organization (MPO) — A regional council of governments authorized under federal law to develop a regional transportation plan.

Metropolitan Transportation Commission (MTC) — The transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area. MTC is the MPO for the Bay Area. MTC is currently working on its 2035 Transportation Plan.

Particulate Matter_{2.5} (PM_{2.5}) — Fine particles are 2.5 micrometers in diameter and smaller. The regional target is to reduce fine particulate matter, PM_{2.5}, by 10 percent below today's levels.

Particulate Matter₁₀ (PM₁₀) — Particulate matter of 10 micrometers or less in size. The regional target is to reduce coarse particulate matter, PM₁₀, by 45 percent over today's levels.

Performance Measures — Indicators of how well the transportation system or specific transportation projects will improve transportation conditions.

Place Types — Groups neighborhoods or centers with similar sustainability characteristics and physical and social qualities, such as the scale of housing buildings, frequency and type of transit, quality of the streets, concentration of jobs, and range of services. Place types are a tool of local-regional exchange to identify places and policies for sustainable development. Bay Area jurisdictions can select a place type to indicate their desired level of growth in the Sustainable Communities Strategy.

Plan Bay Area — One of our region's most comprehensive planning efforts to date. It is a joint effort led by ABAG and MTC in partnership with BAAQMD and BCDC. All four agencies are collaborating at an unprecedented level to produce a more integrated land use-transportation plan.

Preferred Scenario - A planning scenario for the SCS and RTP that articulates the Bay Area's vision of future land uses and transportation investments, against which performance relative to statutory greenhouse gas and other voluntary performance targets are measured. Consideration of the Initial Vision Scenario and Alternative Scenarios led to the Jobs-Housing Connection Strategy, released in May of 2012. The preferred scenario will be evaluated against alternatives to the preferred scenario, including a 'no project' alternative as part of the environmental review process. Final adoption of the SCS and RTP by ABAG and MTC will occur in 2013. (See also Alternative Scenarios and Initial Vision Scenario.)

Priority Conservation Area (PCA) — Regionally significant open spaces for which there exists a broad consensus for long-term protection and for which public funds may be invested to promote their protection. Local jurisdictions and open space agencies identified these locations voluntarily through the FOCUS initiative.

Priority Development Area (PDA) — Locations within existing communities that present infill development opportunities, and are easily accessible to transit, jobs, shopping and services. Local jurisdictions identified these locations voluntarily through the FOCUS initiative.

Reduction Target — A goal set by California Air Resources Board for a region to reduce the amount of greenhouse gas emissions from cars and light trucks within a specific timeframe.

RAWG (Regional Advisory Working Group) — An advisory group set up to advise staff of ABAG, MTC, BAAQMD and BCDC on development of Plan Bay Area. Its membership includes staff representatives of local jurisdictions (CMAs, planning directors, transit operators, public works agencies) as well as representatives from the business, housing, environmental and social-justice communities.

Regional Housing Needs Assessment (RHNA) — The Regional Housing Needs Assessment process is a state mandated planning process for housing in California. ABAG is responsible for allocating this state-determined regional housing need among all of the Bay Area's nine counties and 101 cities with assistance of a recently established SCS Housing Methodology Committee. The SCS Housing Methodology Committee is currently evaluating the factors to be used by ABAG in the current allocation process. Beginning in this current cycle, RHNAs must be consistent with the Sustainable Communities Strategy (SCS) mandated by SB 375. Local housing elements must be adopted 18 months after the next regional transportation plan.

RHNA Integration — RHNA must be consistent with the Sustainable Communities Strategy (SCS). SB 375 requires that the RHNA/housing element cycle will be synchronized and coordinated with the preparation of every other RTP update, starting with the first update after 2010 (i.e., 2013). RTP updates occur every four years, and housing elements must be adopted by local governments eighteen months after the adoption of the RTP. With a few exceptions, the region will now be on an eight-year RHNA cycle and local governments will be on eight-year housing element cycles. In addition to synchronizing with the preparation of the RTP and the SCS, the RHNA allocation must be consistent with the development pattern included in the SCS. The resolution approving the RHNA shall demonstrate consistency with the Bay Area's implementation of SB 375 and the SCS.

Regional Performance Targets — Both ABAG and MTC used performance targets in developing the *Regional Transportation Plan and Projections 2009*. Performance targets include limiting greenfield development to 900 acres per year, or 22,500 acres over the 2010-2035 time period. Additional targets include increasing non-auto access to jobs and services by 20 percent, by 2035, and reducing daily vehicle miles traveled (VMT) per capita by 10 percent, compared to 2006 levels. Other targets include increasing access to jobs and essential services via transit or walking by 20 percent above today's levels; reducing driving per person by 10 percent below today's levels; reducing traffic congestion, measured by hours of delay, by 20 percent below today's levels; and reducing carbon dioxide emissions by 40 percent below 1990 levels.

Regional Transportation Plan (RTP) — A transportation plan which is developed every four or five years that, among other things, outlines a region's transportation investments. The Bay Area's Regional Transportation Plan is called *Transportation 2035 Plan* and it is the long-range planning document of the Metropolitan Transportation Commission (MTC). The plan has a 25-year horizon and serves as a comprehensive blueprint for investment strategies for maintaining, managing and improving the surface transportation network in the nine-county San Francisco Bay Area. The plan determines how the region will spend nearly \$218 billion in local, regional, state and federal funds that are projected to be available to the Bay Area over the next 25 years.

SB 375 Transportation and Land Use Planning Act of 2008 — The act mandates an integrated regional land-use-and-transportation-planning approach to reducing greenhouse-gas (GHG) emissions from automobiles and light trucks, principally by reducing vehicle miles traveled (VMT). SB 375 requires that the California Air Resources Board (CARB) set GHG-reduction targets for cars

and light trucks in each California region for the years 2020 and 2035. SB 375 provides incentives for creating attractive, walkable and sustainable communities and revitalizing existing communities. SB 375 also changes the state Housing Element law by linking regional planning efforts for transportation and housing. Under the bill, all transportation and housing planning processes are put on the same eight-year schedule and must be updated once every eight years. The Sustainable Communities Strategy, RTP and RHNA will be developed together through a single and integrated cross agency work program with the JPC.

SB 375 Implementation — SB 375 explicitly assigns responsibilities to ABAG and to the MTC to implement the bill’s provisions for the Bay Area. Both agencies are members of the Joint Policy Committee (JPC). The policies in this document were approved by the JPC and provide guidance to the two lead regional agencies in fulfilling their responsibilities in collaboration with their JPC partners, BAAQMD and BCDC.

Sustainable Communities Strategy (SCS) — A part of the Regional Transportation Plan that predicts a likely growth pattern for the region. The SCS lays out how emissions reductions will be met. This strategy becomes part of the Regional Transportation Plan. It does incorporate the RHNA requirement to provide housing to accommodate all income groups while meeting reduction targets. SB 375 requires the regional transportation plan for regions of the state with a metropolitan transportation planning organization to adopt an SCS.

Sustainable Communities Environmental Assessment (SCEA) — The Sustainable Communities Environmental Assessment (SCEA) is the CEQA document that will be prepared to review ‘transit priority projects’ that are consistent with the adopted Sustainable Communities Strategy. The SCEA is not required to reference, describe, or discuss growth inducing impacts or any project-specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network. The lead agency’s decision to review and approve a transit priority project with the SCEA shall be reviewed under the substantial evidence standard.

Transit-Oriented Development (TOD) — A type of development that links land use and transportation facilities to support public transit systems and help reduce sprawl, traffic congestion and air pollution. Transit-oriented developments include housing, along with complementary public uses (jobs, retail and services), at a strategic point along a regional transit system, such as a rail hub.

Transportation for Livable Communities (TLC) — MTC’s TLC Program provides funding for projects that provide for a range of transportation choices, support connectivity between transportation investments and land uses, and are developed through an inclusive community planning effort. The purpose of TLC Program is to support community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit.

Transit Priority Projects — Projects that contain at least 50 percent residential use; have a minimum net density of 20 units per acre; have a floor-area ratio for the commercial portion of the project at 0.75; and are located within ½ mile of either a rail stop, a ferry terminal, or a bus line with 15-minute headways.

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