

# About Plan Bay Area PDAs and PCAs in San Francisco

Plan  
BayArea  
2040

## Locally Adopted Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs)

San Francisco is one of California’s largest cities and home to many of the region’s landmarks. Mostly surrounded by water, San Francisco’s population and employment growth over the decades was accommodated with more intense development throughout the city’s varied neighborhoods. As a result, the city has the highest residential and commercial densities in the region. San Francisco is one of the region’s largest employment hubs, and accommodates nearly one-half million commuters each day, many of whom travel using the region’s most extensive public transit system. Below are five examples of the 12 locally adopted PDAs in San Francisco.

## A Map of San Francisco PDAs and PCAs



### 1 Downtown and Transit Rich Corridors

This large, very urban PDA includes many evolving and interconnected neighborhoods that are well-covered by rail, bus and ferry service. The former industrial zones surrounding downtown will convert to mixed residential, neighborhood commercial, and light industrial uses. Housing development is expected along new rapid bus corridors on Geary Boulevard and Van Ness Avenue. The area will continue to be a regional and local job center, with several million square feet of additional office space.

### 2 19th Avenue Corridor

Neighborhood transportation improvements in this PDA are closely linked with new development, to both accommodate future residents and improve pedestrian safety. The existing neighborhood along the corridor crosses from San Francisco into San Mateo County, and includes a regional shopping center, San Francisco State University (SFSU) and Park Merced, a large multi-family residential development. The 19th Avenue Corridor will add to the mix of housing and transit, benefiting both the city and the region.

### 3 Balboa Park

This PDA will have additional housing in character with the surrounding neighborhoods, along the main streets of Geneva, Ocean and San Jose Avenues as well as in the area by the Balboa Park BART station. A dramatic re-do of the streets, transit systems, and open spaces will create a network that is comfortable for people, not just for cars and transit storage. When complete, there will be more rental and affordable housing units, commercial space and improved public uses.

### 4 Eastern Neighborhoods

This PDA is home to substantial residential areas and vibrant commercial streets with neighborhood-serving retail, and also contains much of the city’s industrial land. When complete, these neighborhoods will be more transit-, bicycle-, and pedestrian-friendly. They will also contain denser development near transit corridors and vibrant neighborhood-serving commercial areas; ensure neighborhood livability; and increase both the supply and variety of housing for residents, including both affordable and middle-income housing opportunities.

### 5 Bayview Hunter’s Point

This PDA is a large neighborhood with housing, commercial and industrial uses served by several transit agencies (Muni, Caltrain and SamTrans). When complete, the Bayview neighborhood will have new housing and public improvements including lighting, landscaping and rehabilitation of existing single-family homes. Hunters Point Shipyard and Candlestick Point will be transformed with thousands of new homes, restaurants, office buildings, and restored parks.