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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

		JOBS			
Jursidiction or Area Name	**Place Type**	**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 Develo	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	10,580	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

Jursidiction 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

Jursidiction 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

Jursidiction 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

Jursidiction 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 Shipyard/Candlestick Point	Urban Neighborhood	19,590	29,260	9,660	
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

Jursidiction 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	
BroadwayVeterans 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

Jursidiction 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

Jursidiction 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

Jursidiction 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

		HOUSING UNITS				HOUSEHOLDS			
Jursidiction or Area Name	**Place Type**	**2010**	**2040**	**2010-2040**	**% Growth**	**2010**	**2040**	**2010-2040**	**% Growth**
Alameda		***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	
Albany		***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	
Berkeley		***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	
Dublin		***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	
Emeryville		***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	
Fremont		***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	
Hayward		***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	
Livermore		***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	
Newark		***13,410***	***17,090***	***3,670***	***27%***	***12,970***	***16,630***	***3,660***	***28%***
Dumbarton Transit Oriented Develop	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	
Oakland		***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	
Piedmont		***3,920***	***4,020***	***90***	***2%***	***3,800***	***3,890***	***90***	***2%***
Pleasanton		***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	
San Leandro		***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	
Union City		***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	
Alameda County Unincorporated		***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

		HOUSING UNITS				HOUSEHOLDS			
Jursidiction or Area Name	**Place Type**	**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

		HOUSING UNITS				HOUSEHOLDS			
Jursidiction or Area Name	**Place Type**	**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

		HOUSING UNITS				HOUSEHOLDS			
Jursidiction or Area Name	**Place Type**	**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

		HOUSING UNITS				HOUSEHOLDS			
Jursidiction or Area Name	**Place Type**	**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 Shipyard/Candlestick Point	Urban Neighborhood	11,610	22,510	10,900		10,470	21,760	11,290	
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

		HOUSING UNITS				HOUSEHOLDS			
Jursidiction or Area Name	**Place Type**	**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

Jursidiction or Area Name	Place Type	HOUSING UNITS 2010	HOUSING UNITS 2040	HOUSING UNITS 2010-2040	HOUSING UNITS % Growth	HOUSEHOLDS 2010	HOUSEHOLDS 2040	HOUSEHOLDS 2010-2040	HOUSEHOLDS % 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

Jursidiction or Area Name	Place Type	HOUSING UNITS 2010	HOUSING UNITS 2040	HOUSING UNITS 2010-2040	HOUSING UNITS % Growth	HOUSEHOLDS 2010	HOUSEHOLDS 2040	HOUSEHOLDS 2010-2040	HOUSEHOLDS % 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

Jursidiction or Area Name	Place Type	HOUSING UNITS 2010	HOUSING UNITS 2040	HOUSING UNITS 2010-2040	HOUSING UNITS % Growth	HOUSEHOLDS 2010	HOUSEHOLDS 2040	HOUSEHOLDS 2010-2040	HOUSEHOLDS % 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	Suburban Center	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

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[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) data[2] 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. *No adjustment for PDA areas if planned level of growth exceeds Place Type mid-point unit level.*
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. *No adjustment for PDA areas if planned level of growth exceeds Place Type mid-point unit level.*

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.

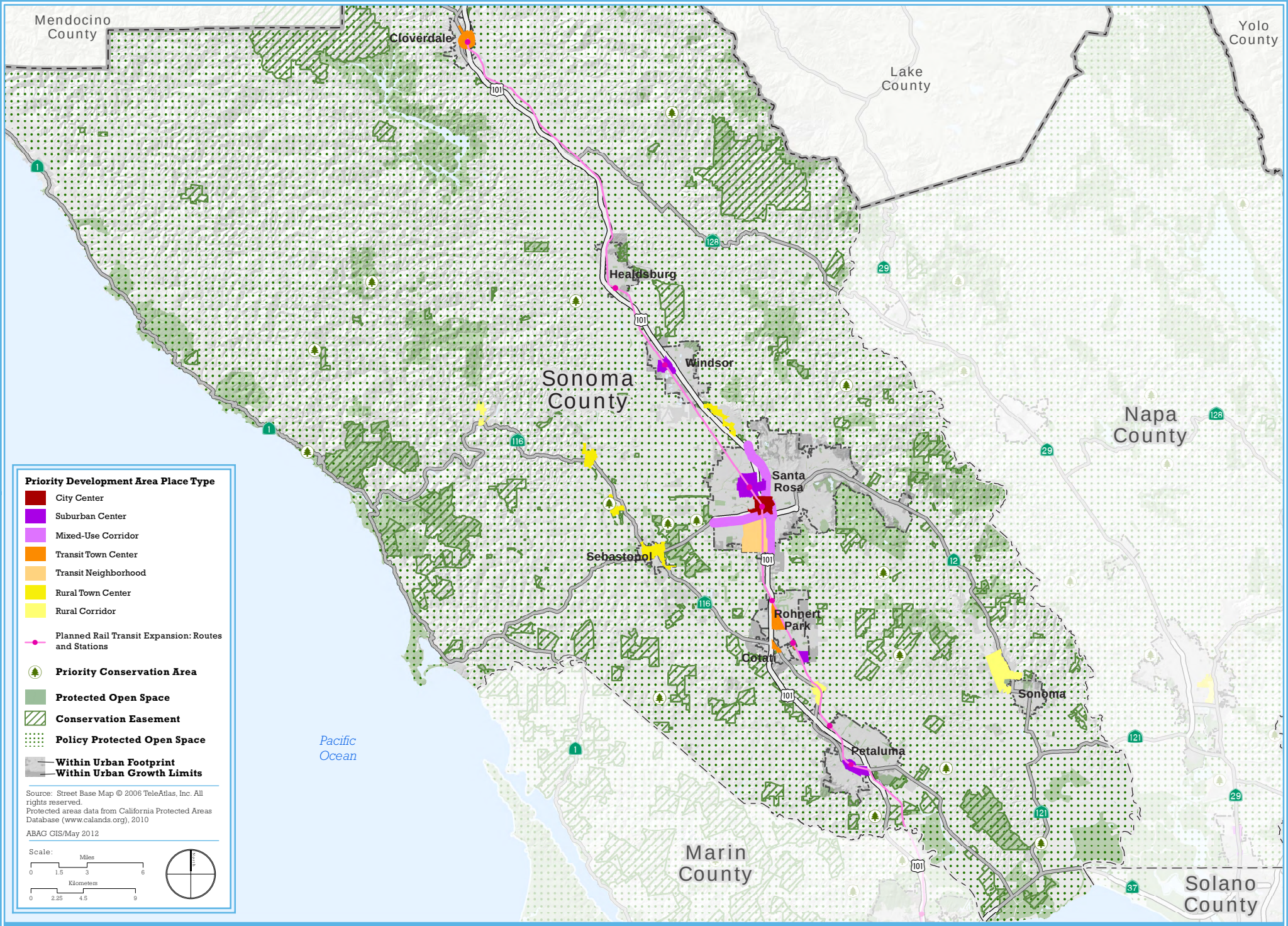
Employed Residents per Job

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

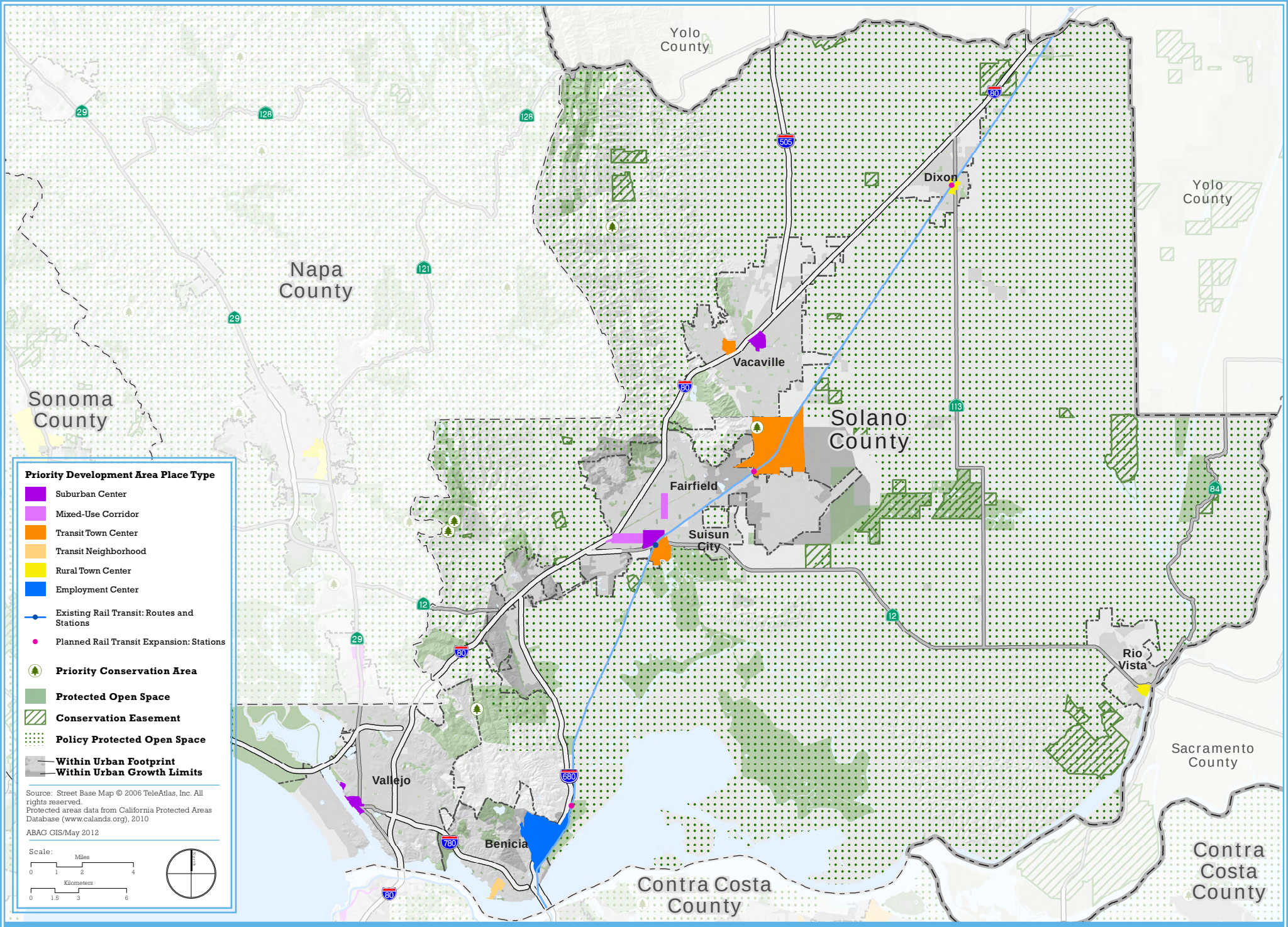


OneBayArea

Place Type for Priority Development Areas in Sonoma County

METROPOLITAN TRANSPORTATION COMMISSION

ABAG



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Place Type for Priority Development Areas in Solano County

METROPOLITAN TRANSPORTATION COMMISSION

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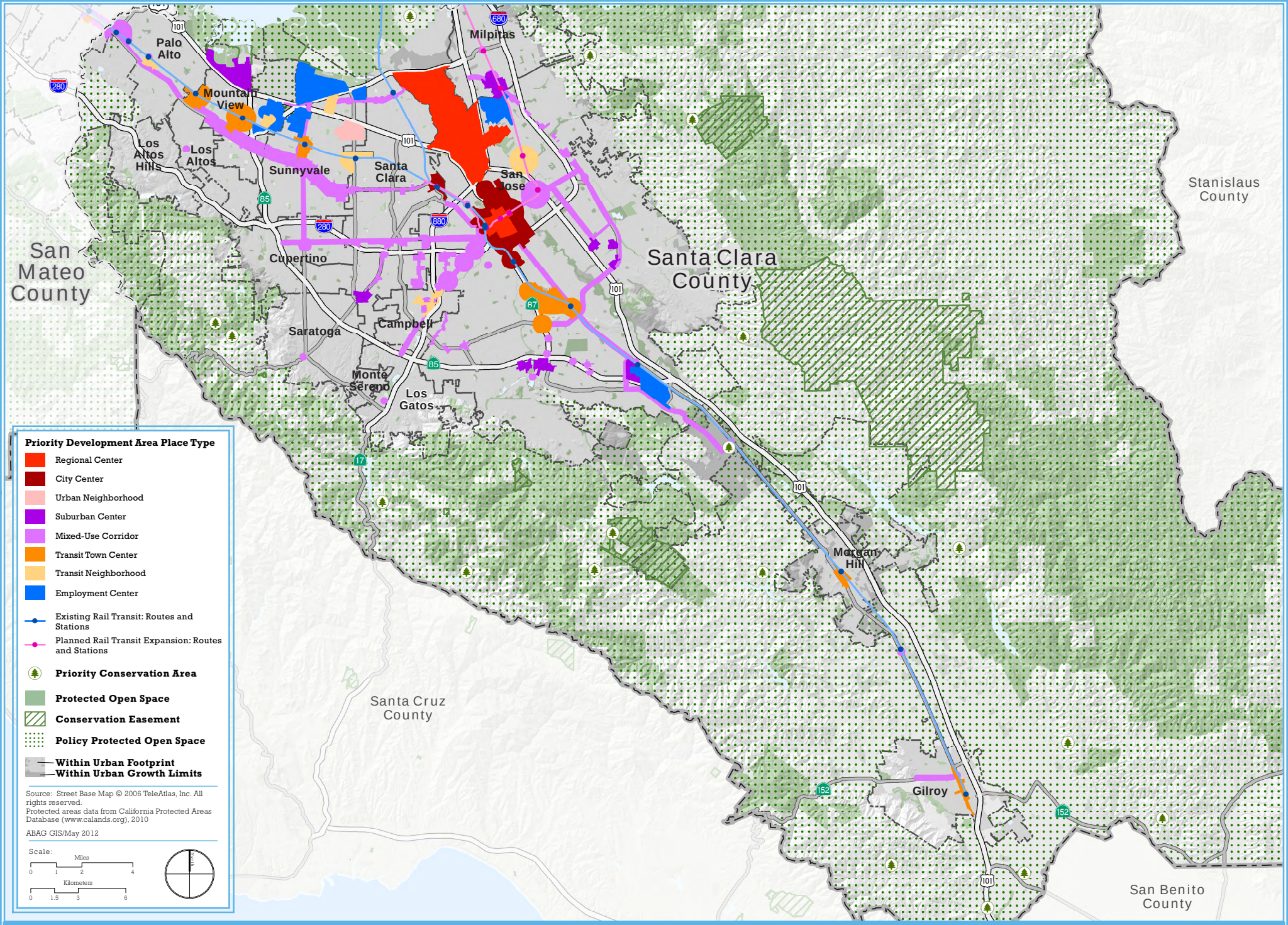

OneBayArea

Place Type for Priority Development Areas in Santa Clara County

METROPOLITAN TRANSPORTATION COMMISSION

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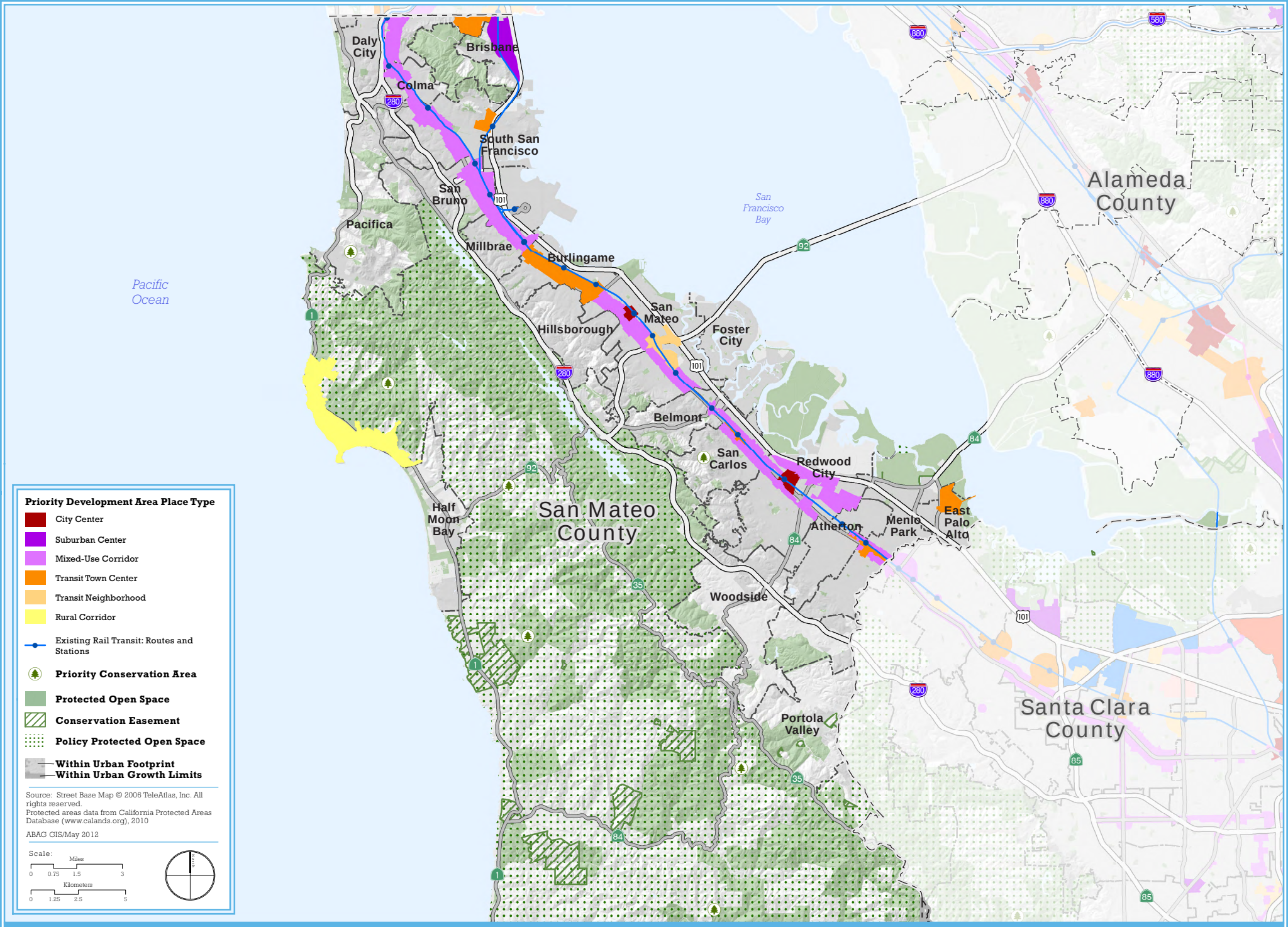

OneBayArea

Place Type for Priority Development Areas in San Mateo County

METROPOLITAN TRANSPORTATION COMMISSION

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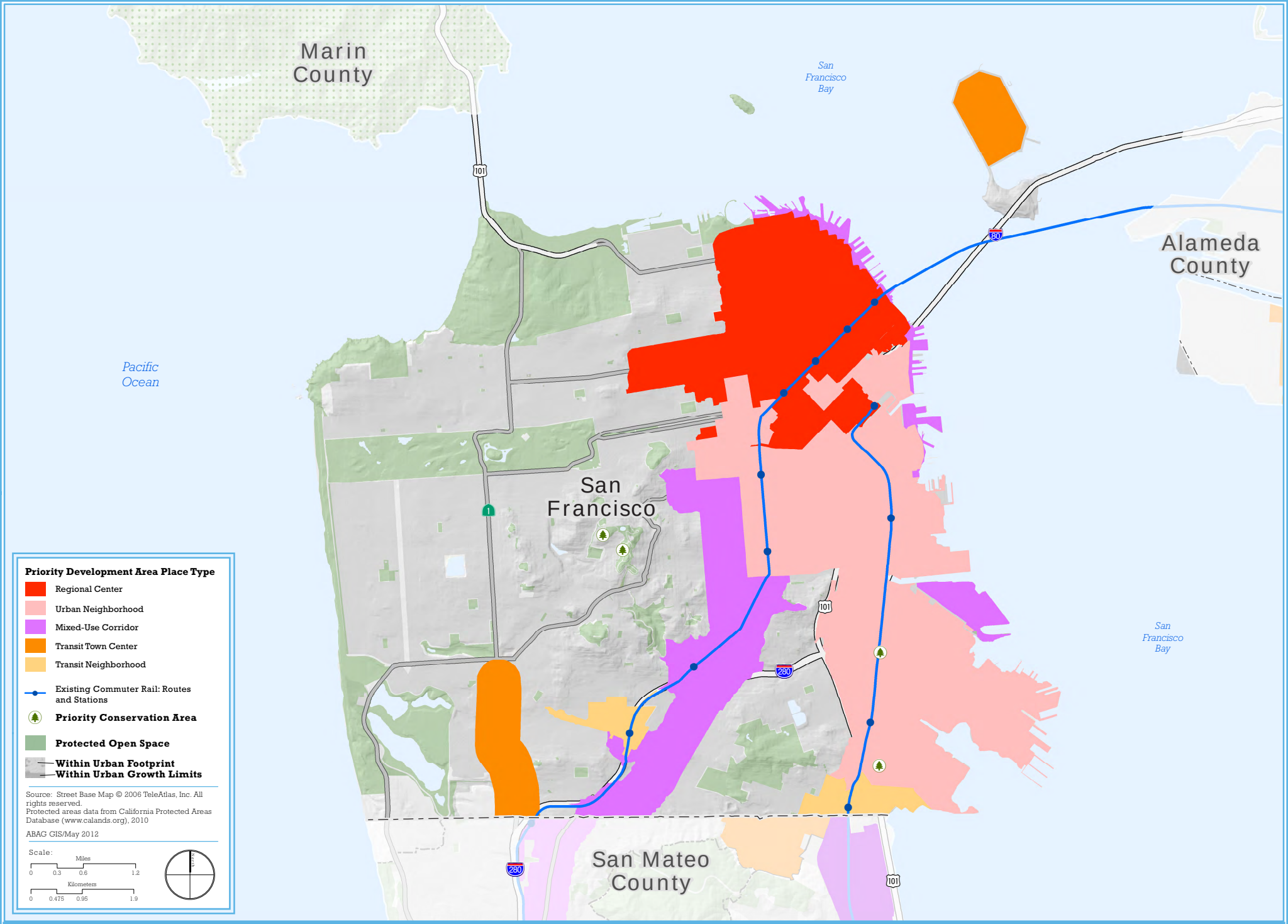

OneBayArea

Place Type for Priority Development Areas in San Francisco

METROPOLITAN TRANSPORTATION COMMISSION

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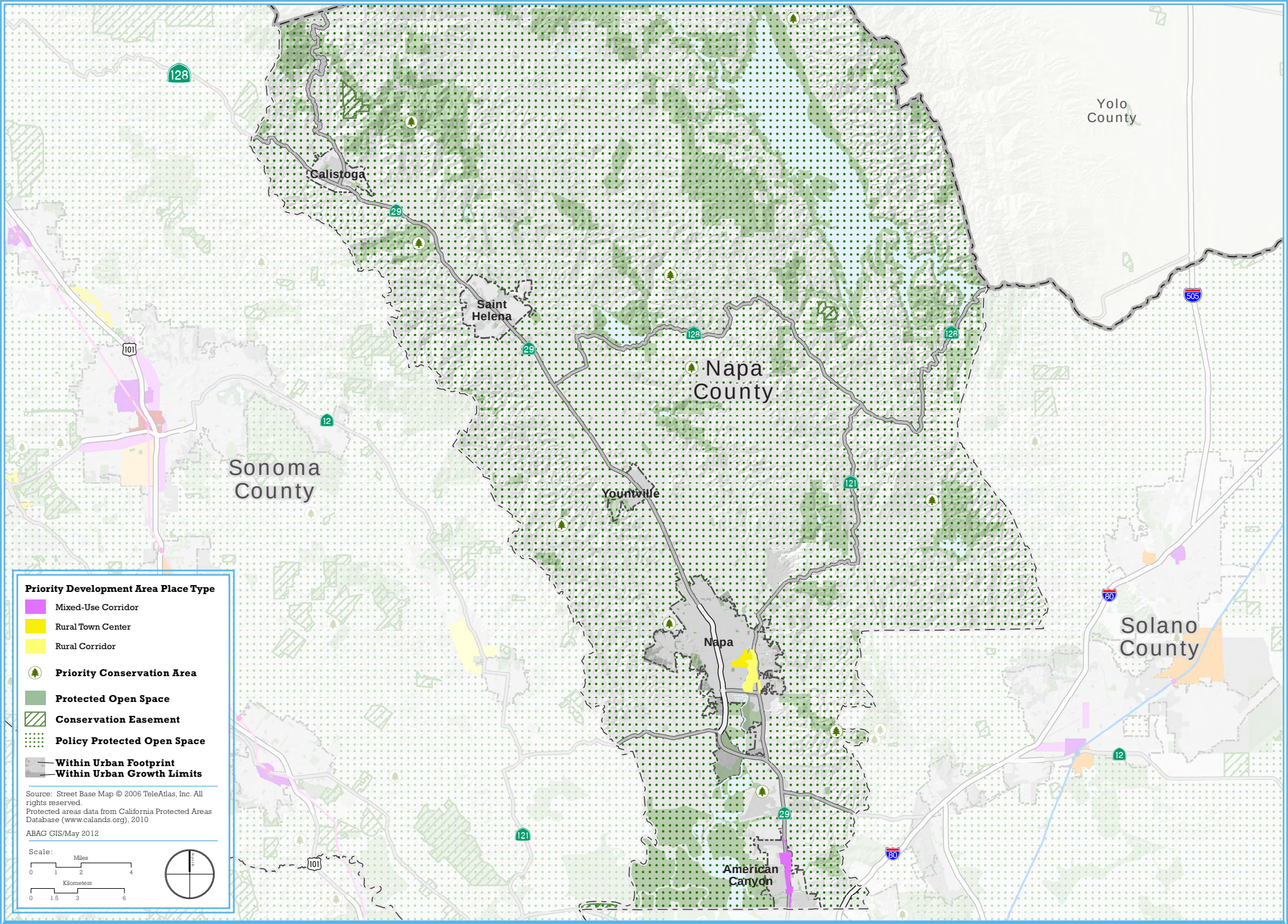
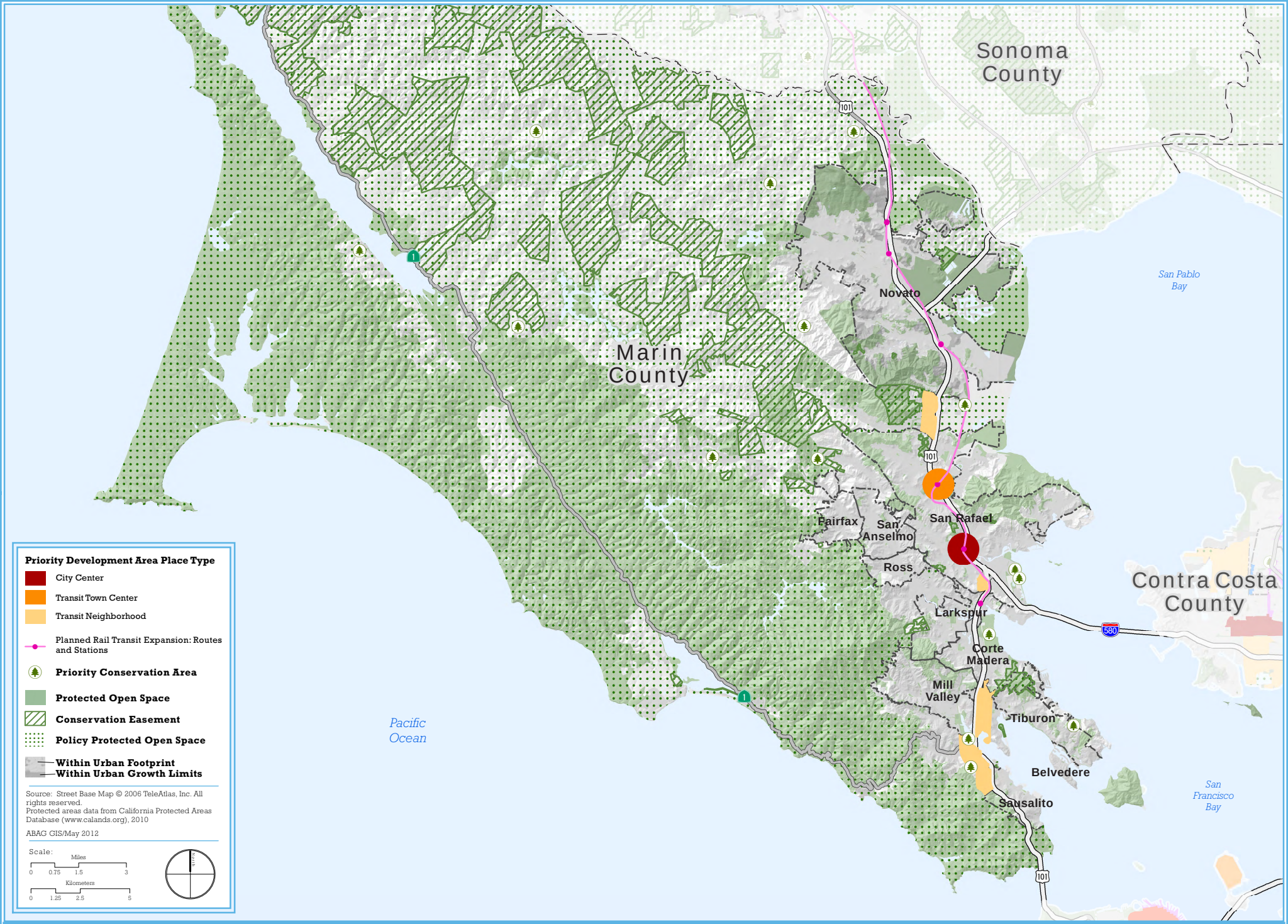


OneBayArea

Place Type for Priority Development Areas in Napa County

METROPOLITAN TRANSPORTATION COMMISSION

ABAG

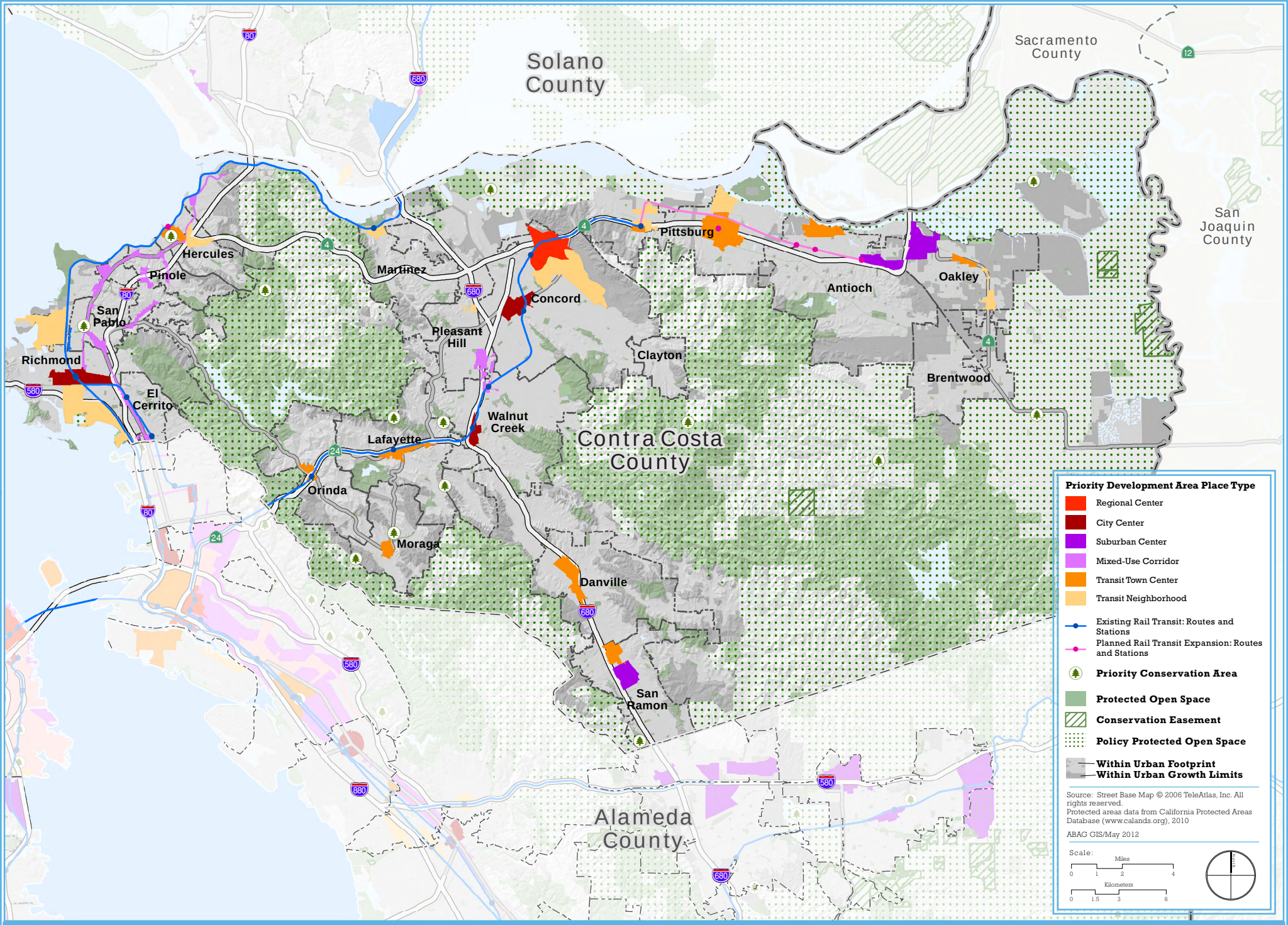


OneBayArea

Place Type for Priority Development Areas in Marin County

METROPOLITAN TRANSPORTATION COMMISSION

ABAG

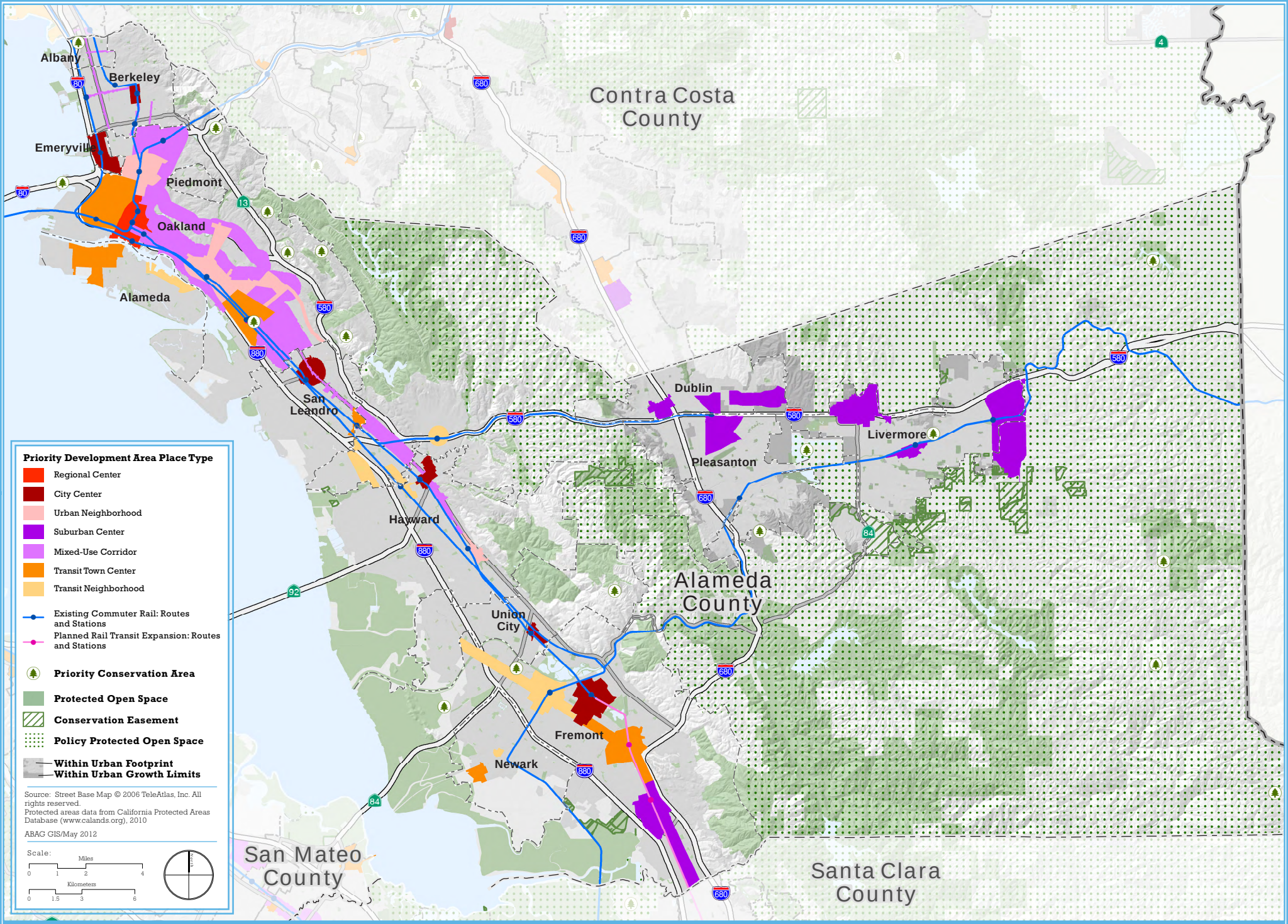


OneBayArea

Place Type for Priority Development Areas in Contra Costa County

METROPOLITAN TRANSPORTATION COMMISSION

ABAG



OneBayArea

Place Type for Priority Development Areas in Alameda County

METROPOLITAN TRANSPORTATION COMMISSION

ABAG

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.

Appendix E: Resources

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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 (CO_2) — CO_2 is a colorless, odorless, non-poisonous gas that is a normal part of the ambient air. CO_2 contributes the most to human-induced global warming. Human activities such as fossil fuel combustion and deforestation have increased atmospheric concentrations of CO_2 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 Matter $_{10}$ (PM$_{10}$) — Particulate matter of 10 micrometers or less in size. The regional target is to reduce coarse particulate matter, PM_{10}, 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 polices 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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