

ASSOCIATION OF BAY AREA GOVERNMENTS

Representing City and County Governments of the San Francisco Bay Area

MEMO

DATE: March 24, 2010
TO: Regional Planning Committee
FROM: Jaqueline Guzman, Regional Planner
SUBJECT: American Canyon PDA Application & Recommendation

Recommended Action

At the April 7, 2010 ABAG Regional Planning Committee (RPC) meeting, staff will seek committee support for designating the Highway 29 Corridor within American Canyon as proposed by the City of American Canyon as a Priority Development Area once the area meets the PDA transit criteria. At the City's request, this item was removed from the agenda of the February 2010 RPC meeting to clarify the proposed PDA boundary. The revised PDA map is included as an attachment and clarifies that the proposed PDA is solely in the City of American Canyon and does not extend into Napa County.

To meet the PDA transit criteria an area must have fixed rail or ferry service, be proximate to a planned transit project identified by the Metropolitan Transportation Commission's (MTC) Resolution 3434, or have bus service with minimum headways of 20 minutes during peak weekday commute periods. The Napa County Transportation and Planning Agency (NCTPA) is planning to provide this level of transit service by the end of 2010. Thus, staff is recommending that the RPC endorse staff's recommendation that the City of American Canyon's Highway 29 corridor be designated as a PDA once the required level of transit service is in place. The transit service expansion would be demonstrated by receiving a letter from NCTPA notifying ABAG of service commencement. Following receipt of this letter, ABAG staff will send a letter to the City of American Canyon confirming that the Highway 29 corridor is a Priority Development Area. With RPC support, this recommendation will be forwarded to ABAG's Executive Board for consideration at their May 20th meeting.

Background

FOCUS is a voluntary, incentive-based, multi-agency development and conservation strategy for the San Francisco Bay Area. Priority Development Areas are areas nominated by local governments for adoption by ABAG. Working in partnership with local jurisdictions and its partner regional agencies, ABAG seeks to support the development of the PDAs as complete communities. Complete communities are mixed-use neighborhoods served by transit with shops, parks and other amenities to provide for the day-to-day needs of residents. PDAs are within an existing community, near transit, and are either planned for more housing or there is a vision to create such a plan. There are over 110 Priority Development Areas. The first set of PDAs was adopted by the Executive Board in November 2007 followed by the adoption of additional PDAs in November 2008 and in September 2009. Priority Development Areas encompass the vast majority of transit-served neighborhoods in the nine-county Bay Area.

In addition to adopting additional PDAs at the September 2009 ABAG Executive Board meeting, the Executive Board also supported the staff recommendations on processing new PDA applications and

clarifying the transit service PDA criteria. Regarding the application process, it was agreed that instead of having a formal call for PDA applications each year, PDA applications would be accepted and reviewed on a rolling basis, allowing local governments to apply when they have an area ready for consideration. Regarding the PDA transit service criteria, it was agreed that the PDA transit service criteria be defined by (1) the area around an existing rail station or ferry terminal (typically a half-mile around the station), (2) the area served by a bus or bus rapid transit corridor with minimum headways of 20 minutes during peak weekday commute periods, or (3) the area defined as a planned transit station by MTC's Resolution 3434.

Overall, areas submitted for consideration as PDAs are reviewed against the following criteria:

- The area is within an existing community.
- The area is near existing or planned fixed transit (or served by comparable bus service).
- The area is planned or plans will be developed for more housing.

The following definitions clarify the designation criteria:

- Area - means the planning area being proposed for designation as a priority development area under the FOCUS program. Since the program seeks to support area or neighborhood-level planning, the recommended area size is 100 acres, which is approximately a ¼ mile radius.
 - A *planned area* has an existing plan that is more detailed than a general plan, such as a specific plan or a neighborhood plan.
 - A *potential area* may be envisioned as a potential planning area that is not currently identified in a plan or may be part of an existing plan that needs changes.
- Location within the existing community – means that the area is within an existing urbanized area, lies within an urban growth boundary or limit line if one is established, and has existing or planned infrastructure to support development that will provide or connect to a range of services and amenities that meet the daily needs of residents making non-motorized modes of transportation an option.
- Developed for more Housing – means the area has plans for a significant increase in housing units, including affordable units, which can also be a part of a mixed use development that provides other daily services, maximizes alternative modes of travel, and makes appropriate land use connections.
- Near Transit – means (1) the area around an existing rail station or ferry terminal (typically a half-mile around the station), (2) the area served by a bus or bus rapid transit corridor with minimum headways of 20 minutes during peak weekday commute periods, or (3) the area defined as a planned transit station by MTC's Resolution 3434.

American Canyon PDA Application Recommendation

The City of American Canyon submitted an application for the Highway 29 Corridor area for consideration as a Priority Development Area. It is the first application received since the Executive Board supported the rolling application process and the clarified transit service criteria. This PDA application is also the first application in Napa County, which is the only county in the nine county San Francisco Bay Area that does not have a Priority Development Area.

The PDA application for the Highway 29 Corridor area meets two of the three PDA criteria. It meets the PDA criteria for being within an urbanized area and for planning for more housing. However, it currently does not meet the PDA criteria for transit service, which in this area means having 20 minute bus headways during peak weekday commute hours. ABAG staff was assured by the Napa County Transportation Planning Agency that a 20 minute frequency of transit service will be in place by the end

of 2010 in this area. Transit service improvements will begin this spring in concert with the City of American Canyon, which include implementation of an express bus route and increased peak hour service for another bus route. Thus, in order to stay in alignment with the recently approved PDA transit criteria, staff is recommending that the RPC support that this area be recognized as a PDA once this level of transit service is in place, which would be demonstrated by receiving a letter from NCTPA notifying ABAG of service commencement. Following receipt of this letter, ABAG staff will send a letter to the City of American Canyon confirming that the area is a Priority Development Area.

Once the transit criterion is satisfied, the Highway 29 Corridor area would be adopted as a PDA as follows:

Area	Jurisdiction	Recommended Status	Status Notes
Highway 29 Corridor	City of American Canyon	Potential	More planning desired

The area would be adopted as a Potential PDA because the City would like to accomplish more planning in the area to identify and implement the desired transformation of the area as an auto-centered area to a more complete community. Areas recommended for adoption are categorized as Planned and Potential PDAs. Planned PDAs have both an adopted neighborhood-level land use plan and a resolution of support from the respective city council or county board. Planned PDAs are given priority for capital infrastructure funding due to their readiness for implementation. Both Planned and Potential PDAs are eligible for planning grants and technical assistance. PDAs are moved from the Potential category to the Planned category upon completion of a neighborhood-level plan and or council resolution.

RECOMMENDATION

Staff is seeking the endorsement of the following recommendation for adoption by the Executive Board on May 20, 2010:

- Designate the Highway 29 Corridor within American Canyon as proposed by the City of American Canyon as a Potential Priority Development Area once the area meets the PDA transit criteria.
 - In this case, meeting the PDA transit criteria means that the area would be served by bus with minimum headways of 20 minutes during peak weekday commute periods. The Napa County Transportation and Planning Agency (NCTPA) expects that this level of transit service will be in place by the end of 2010. Once this level of transit service commences, NCTPA can notify ABAG through a letter. Following receipt of this letter, ABAG staff will send a letter to the City of American Canyon confirming that the area is a Potential Priority Development Area.

ATTACHMENT: Map of Proposed Highway 29 Corridor Priority Development Area by the City of American Canyon. The colored areas are included in the proposed PDA.

