

ASSOCIATION OF BAY AREA GOVERNMENTS

Representing City and County Governments of the San Francisco Bay Area



ABAG

Date: November 19, 2014
To: ABAG Executive Board
From: Miriam Chion
Planning and Research Director
Subject: **Review of Priority Development Area Criteria**

At the request of the Executive Board and Regional Planning Committee, we are providing an overview of the region's Priority Development Area (PDA) criteria and guidelines.

PDA Criteria

The existing PDA criteria were established in 2008 as part of the FOCUS Program. The criteria were extensively vetted and ultimately adopted by ABAG's Executive Board. They were revised in 2011 for inclusion in Plan Bay Area. Firstly, a PDA must have a resolution approved by a local jurisdiction responsible for land use. Secondly, a PDA must be located in an area that satisfies the following:

1. Within an existing community
2. Housing growth potential
3. Access to transit

All PDAs are proposed within the urban footprint of existing communities. This is intended to make use of the existing infrastructure and services. All PDAs consider potential housing growth; the planning efforts and housing construction feasibility varies across PDAs according to the local development and planning process and local vision. All PDAs must have access to transit infrastructure, including: 1) ½ mile around an existing rail station or ferry terminal, 2) ½ mile area served by bus route or bus rapid transit(BRT) corridor with a minimum headway of 20 minutes during peak weekday commute periods, or 3) ½ mile within a planned transit station defined in MTC's Resolution 3434.

PDA Guidelines

Guidelines for PDA size and density were established in key PDA program documents to serve as references for local planners and as measures of quality assurance for the PDA program at-large.

Review of Priority Development Area Criteria

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Attachments

1. Priority Development Area (PDA) List
2. Priority Development Area (Map)
3. Summary PDA Criteria/Guidelines Table
4. PDA Size Graphs

COUNTY	PDA NAME	PLANNING STATUS	PLACETYPE
Alameda	Alameda: Naval Air Station	Planned	Transit Town Center
Alameda	Alameda: Northern Waterfront	Potential	Transit Neighborhood
Alameda	Alameda County: Castro Valley BART	Potential	Transit Neighborhood
Alameda	Alameda County: East 14th Street and Mission Boulevard	Planned	Mixed-Use Corridor
Alameda	Alameda County: Hesperian Boulevard	Planned	Transit Neighborhood
Alameda	Alameda County: Meekland Avenue Corridor	Planned	Transit Neighborhood
Alameda	Albany: San Pablo & Solano Mixed Use Neighborhood	Potential	Mixed-Use Corridor
Alameda	Berkeley: Adeline Street	Potential	Mixed-Use Corridor
Alameda	Berkeley: Downtown	Planned	City Center
Alameda	Berkeley: San Pablo Avenue	Planned	Mixed-Use Corridor
Alameda	Berkeley: South Shattuck	Planned	Mixed-Use Corridor
Alameda	Berkeley: Telegraph Avenue	Potential	Mixed-Use Corridor
Alameda	Berkeley: University Avenue	Planned	Mixed-Use Corridor
Alameda	Dublin: Downtown Specific Plan Area	Planned	Suburban Center
Alameda	Dublin: Town Center	Planned	Suburban Center
Alameda	Dublin: Transit Center/Dublin Crossings	Planned	Suburban Center
Alameda	Emeryville: Mixed-Use Core	Planned	City Center
Alameda	Fremont: Centerville	Planned	Transit Neighborhood
Alameda	Fremont: City Center	Planned	City Center
Alameda	Fremont: Irvington District	Planned	Transit Town Center
Alameda	Fremont: Warm Springs	Planned	Suburban Center
Alameda	Hayward: Downtown	Planned	City Center
Alameda	Hayward: Mission Boulevard Corridor	Potential	Mixed-Use Corridor
Alameda	Hayward: South Hayward BART	Planned	Mixed-Use Corridor
Alameda	Hayward: South Hayward BART	Planned	Urban Neighborhood
Alameda	Hayward: The Cannery	Planned	Transit Neighborhood
Alameda	Livermore: Downtown	Planned	Suburban Center
Alameda	Livermore: East Side	Potential	Suburban Center
Alameda	Livermore: Isabel Avenue/BART Station Planning Area	Potential	Suburban Center
Alameda	Newark: Dumbarton Transit Oriented Development	Potential	Transit Town Center
Alameda	Newark: Old Town Mixed Use Area	Potential	Transit Neighborhood
Alameda	Oakland: Coliseum BART Station Area	Planned	Transit Town Center
Alameda	Oakland: Downtown & Jack London Square	Planned	Regional Center
Alameda	Oakland: Eastmont Town Center	Planned	Urban Neighborhood
Alameda	Oakland: Fruitvale and Dimond Areas	Planned	Urban Neighborhood
Alameda	Oakland: MacArthur Transit Village	Planned	Urban Neighborhood
Alameda	Oakland: Transit Oriented Development Corridors	Potential	Mixed-Use Corridor
Alameda	Oakland: West Oakland	Planned	Transit Town Center
Alameda	Pleasanton: Hacienda	Potential	Suburban Center
Alameda	San Leandro: Bay Fair BART Transit Village	Potential	Transit Town Center
Alameda	San Leandro: Downtown Transit Oriented Development	Planned	City Center
Alameda	San Leandro: East 14th Street	Planned	Mixed-Use Corridor
Alameda	Union City: Intermodal Station District	Planned	City Center
Contra Costa	Antioch: Hillcrest eBART Station	Planned	Suburban Center
Contra Costa	Antioch: Rivertown Waterfront	Potential	Transit Town Center
Contra Costa	Concord: Community Reuse Area/ Los Medanos	Potential	Suburban Center
Contra Costa	Concord: Community Reuse Area/ Los Medanos	Potential	Transit Neighborhood
Contra Costa	Concord: Downtown	Potential	City Center
Contra Costa	Contra Costa County: Contra Costa Centre	Planned	Mixed-Use Corridor
Contra Costa	Contra Costa County: Downtown El Sobrante	Potential	Mixed-Use Corridor
Contra Costa	Contra Costa County: Pittsburg/Bay Point BART Station	Planned	Transit Neighborhood
Contra Costa	Contra Costa County: Pittsburg/Bay Point BART Station	Planned	Transit Town Center
Contra Costa	Danville: Downtown	Potential	Transit Town Center
Contra Costa	El Cerrito: San Pablo Avenue Corridor	Planned	Mixed-Use Corridor
Contra Costa	El Cerrito: San Pablo Avenue Corridor	Planned	Mixed-Use Corridor
Contra Costa	Hercules: Central Hercules	Planned	Transit Neighborhood
Contra Costa	Hercules: Waterfront District	Planned	Transit Town Center
Contra Costa	Lafayette: Downtown	Planned	Transit Neighborhood

COUNTY	PDA NAME	PLANNING STATUS	PLACETYPE
Contra Costa	Martinez: Downtown	Planned	Transit Neighborhood
Contra Costa	Moraga: Moraga Center	Potential	Transit Town Center
Contra Costa	Oakley: Downtown	Potential	Transit Town Center
Contra Costa	Oakley: Employment Area	Potential	Suburban Center
Contra Costa	Oakley: Potential Planning Area	Potential	Transit Neighborhood
Contra Costa	Orinda: Downtown	Potential	Transit Town Center
Contra Costa	Pinole: Appian Way Corridor	Potential	Mixed-Use Corridor
Contra Costa	Pinole: Old Town San Pablo Avenue	Potential	Mixed-Use Corridor
Contra Costa	Pittsburg: Downtown	Planned	Transit Neighborhood
Contra Costa	Pittsburg: Railroad Avenue eBART Station	Planned	Transit Town Center
Contra Costa	Pleasant Hill: Buskirk Avenue Corridor	Potential	Mixed-Use Corridor
Contra Costa	Pleasant Hill: Diablo Valley College	Potential	Transit Neighborhood
Contra Costa	Richmond: Central Richmond & 23rd Street Corridor	Planned	City Center
Contra Costa	Richmond: Central Richmond & 23rd Street Corridor	Potential	Mixed-Use Corridor
Contra Costa	Richmond: South Richmond	Planned	Transit Neighborhood
Contra Costa	Richmond (with Contra Costa County): North Richmond	Potential	Transit Neighborhood
Contra Costa	San Pablo: San Pablo Avenue & 23rd Street Corridors	Planned	Mixed-Use Corridor
Contra Costa	San Ramon: City Center	Planned	Suburban Center
Contra Costa	San Ramon: North Camino Ramon	Potential	Transit Town Center
Contra Costa	Walnut Creek: West Downtown	Planned	City Center
Contra Costa	West Contra Costa Transportation Advisory Committee: San Pablo Avenue Corridor	Planned	Mixed-Use Corridor
Contra Costa	West Contra Costa Transportation Advisory Committee: San Pablo Avenue Corridor	Potential	Mixed-Use Corridor
Contra Costa	West Contra Costa Transportation Advisory Committee: San Pablo Avenue Corridor	Planned	Mixed-Use Corridor
Marin	Marin County: Urbanized 101 Corridor	Potential	Transit Neighborhood
Marin	San Rafael: Downtown	Planned	City Center
Napa	American Canyon: Highway 29 Corridor	Potential	Mixed-Use Corridor
Napa	Napa: Downtown Napa and Soscol Gateway Corridor	Potential	Transit Neighborhood
San Francisco	San Francisco: 19th Avenue	Potential	Transit Town Center
San Francisco	San Francisco: Balboa Park	Planned	Transit Neighborhood
San Francisco	San Francisco: Bayview/Hunters Point Shipyard/Candlestick Point	Planned	Urban Neighborhood
San Francisco	San Francisco: Downtown-Van Ness-Geary	Planned	Regional Center
San Francisco	San Francisco: Eastern Neighborhoods	Planned	Urban Neighborhood
San Francisco	San Francisco: Market & Octavia	Planned	Urban Neighborhood
San Francisco	San Francisco: Mission Bay	Planned	Urban Neighborhood
San Francisco	San Francisco: Mission-San Jose Corridor	Planned	Mixed-Use Corridor
San Francisco	San Francisco: Port of San Francisco	Planned	Mixed-Use Corridor
San Francisco	San Francisco: Transbay Terminal	Planned	Regional Center
San Francisco	San Francisco: Treasure Island	Planned	Transit Town Center
San Francisco/San Mateo	San Francisco & Brisbane: San Francisco/San Mateo Bi-County Area	Potential	Suburban Center
San Francisco/San Mateo	San Francisco & Brisbane: San Francisco/San Mateo Bi-County Area	Planned	Transit Neighborhood
San Mateo	Belmont: Villages of Belmont	Potential	Mixed-Use Corridor
San Mateo	Burlingame: Burlingame El Camino Real	Planned	Transit Town Center
San Mateo	City/County Association of Governments of San Mateo County: El Camino Real	Potential	Mixed-Use Corridor
San Mateo	City/County Association of Governments of San Mateo County: El Camino Real	Planned	Mixed-Use Corridor
San Mateo	City/County Association of Governments of San Mateo County: El Camino Real	Planned	Mixed-Use Corridor
San Mateo	City/County Association of Governments of San Mateo County: El Camino Real	Planned	Mixed-Use Corridor
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San Mateo	City/County Association of Governments of San Mateo County: El Camino Real	Planned	Mixed-Use Corridor
San Mateo	City/County Association of Governments of San Mateo County: El Camino Real	Planned	Mixed-Use Corridor
San Mateo	City/County Association of Governments of San Mateo County: El Camino Real	Planned	Mixed-Use Corridor
San Mateo	City/County Association of Governments of San Mateo County: El Camino Real	Potential	Mixed-Use Corridor
San Mateo	City/County Association of Governments of San Mateo County: El Camino Real	Planned	Mixed-Use Corridor
San Mateo	City/County Association of Governments of San Mateo County: El Camino Real	Planned	Mixed-Use Corridor
San Mateo	City/County Association of Governments of San Mateo County: El Camino Real	Planned	Mixed-Use Corridor
San Mateo	Daly City: Bayshore	Potential	Transit Town Center
San Mateo	Daly City: Mission Boulevard	Potential	Mixed-Use Corridor
San Mateo	East Palo Alto: Ravenswood	Potential	Transit Town Center

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The PDA application guidelines recommend 100 acres, roughly ¼ mile radius, as an appropriate minimum size for PDAs given that the program seeks to support local area and specific planning. A maximum size of 500 acres has been suggested for specific planning areas applying for MTC PDA Planning Grant funds, however, specific planning areas and associated PDAs do not necessarily share the same boundaries.

PDA density guidelines are described in the Development Guidelines section of the Station Area Planning Manual¹, which recommends housing and employment development densities by PDA placetype. The manual identifies a range from 20-300 du/ac (dwelling units per acre) as housing density targets, and 1.0-5.0 FAR (floor area ratio) for employment density targets.

Most of the 191 PDAs are within the 100 to 500-acre range. PDA size outliers are largely due to local planning objectives for community and specific plans. These objectives define a broad range of geographies, from neighborhood main street corridors, often less than 100 acres, to institutional re-use parcels spanning more than 500 acres (see attachment 4).

Recommended Action

At its October 1, 2014 meeting, the Regional Planning Committee adopted a staff recommendation that the Executive Board take the action described below. We respectfully request that the Executive Board:

- Retain the current three PDA criteria without modifications: location within an existing community, housing growth potential and access to transit. These criteria are grounded in a sustainable growth approach to the region and are aligned with the intent of SB 375.
- Retain the density guidelines: They provide general references to local planners on the scale of the neighborhoods and the mix of shops, services and mobility options.
- Revise the size guidelines from a range of 100-500 acres to 40-640 acres, or PDA-boundary alignment with an existing community planning process that connects housing to transit (see attachment 3). After reviewing the size distribution of smaller PDAs, we recommend a 40-acre minimum size to align with the distance of an 1/8 - mile radius around a transit station, which captures a convenient walking distance to transit and allows for a comfortable walking distance to adjacent PDAs and/or transit-serving neighborhoods. We recommend a maximum size of 640 acres to align with roughly a 1-mile radius around a transit station; this minor revision allows a fitter rounding to the transit criteria and standards. This criteria modification additionally broadens the size capture of existing PDAs between 40-640 acres (see attachment 4).

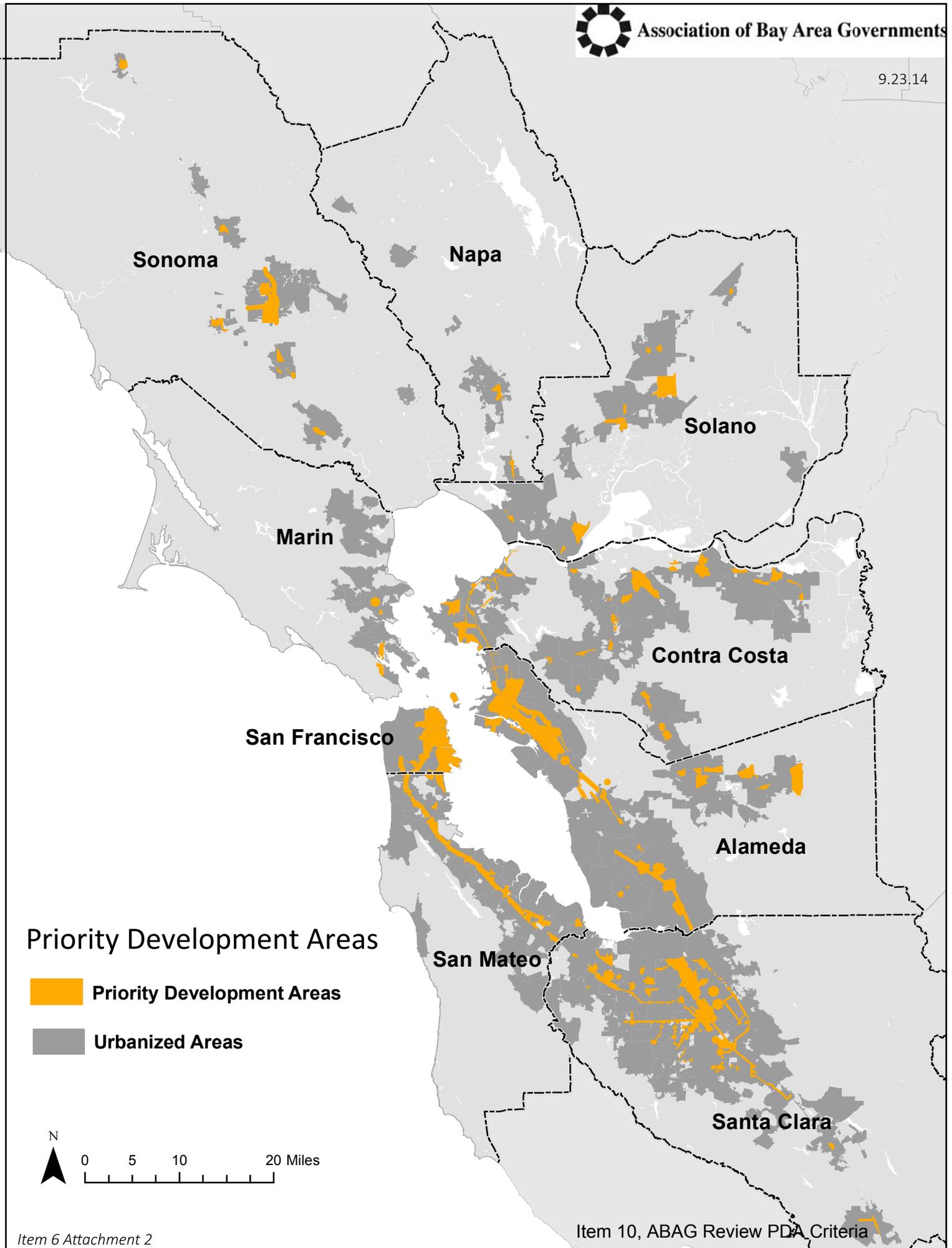
This revision will not affect the status or eligibility of existing PDAs. Upon recommendation by the Regional Planning Committee and adoption by the Executive Board, the updated guidelines will apply to applications for new PDAs and to existing PDAs applying for modifications. The deadline for PDA applications and modifications is June 30, 2015. Application materials can be found here: http://www.bayareavision.org/pdaapplication/PDA_ApplicationForm_Jan2014.pdf

¹ Station Area Planning Manual (Metropolitan Transportation Commission: 2007), pg. 17

COUNTY	PDA NAME	PLANNING STATUS	PLACETYPE
San Mateo	Menlo Park: El Camino Real Corridor and Downtown	Planned	Transit Town Center
San Mateo	Millbrae: Transit Station Area	Planned	Mixed-Use Corridor
San Mateo	Redwood City: Broadway/Veterans Boulevard Corridor	Planned	Mixed-Use Corridor
San Mateo	Redwood City: Downtown	Planned	City Center
San Mateo	San Bruno: Transit Corridors	Planned	Mixed-Use Corridor
San Mateo	San Carlos: Railroad Corridor	Planned	Transit Town Center
San Mateo	San Mateo: Downtown	Planned	City Center
San Mateo	San Mateo: El Camino Real	Planned	Mixed-Use Corridor
San Mateo	San Mateo: Rail Corridor	Planned	Transit Neighborhood
San Mateo	South San Francisco: Downtown	Planned	Transit Town Center
Santa Clara	Campbell: Central Redevelopment Area	Planned	Transit Neighborhood
Santa Clara	Gilroy: Downtown	Planned	Transit Town Center
Santa Clara	Milpitas: Transit Area	Planned	Suburban Center
Santa Clara	Morgan Hill: Downtown	Planned	Transit Town Center
Santa Clara	Mountain View: Downtown	Planned	Transit Town Center
Santa Clara	Mountain View: El Camino Real	Potential	Mixed-Use Corridor
Santa Clara	Mountain View: North Bayshore	Potential	Suburban Center
Santa Clara	Mountain View: San Antonio	Potential	Transit Town Center
Santa Clara	Mountain View: Whisman Station	Potential	Transit Neighborhood
Santa Clara	Palo Alto: California Avenue	Planned	Transit Neighborhood
Santa Clara	San Jose: Bascom TOD Corridor	Potential	Mixed-Use Corridor
Santa Clara	San Jose: Bascom Urban Village	Potential	Mixed-Use Corridor
Santa Clara	San Jose: Berryessa Station	Planned	Transit Neighborhood
Santa Clara	San Jose: Blossom Hill/Snell Urban Village	Potential	Mixed-Use Corridor
Santa Clara	San Jose: Camden Urban Village	Potential	Mixed-Use Corridor
Santa Clara	San Jose: Capitol Corridor Urban Villages	Potential	Mixed-Use Corridor
Santa Clara	San Jose: Capitol/Tully/King Urban Villages	Potential	Suburban Center
Santa Clara	San Jose: Communications Hill	Planned	Transit Town Center
Santa Clara	San Jose: Cottle Transit Village (Hitachi)	Planned	Suburban Center
Santa Clara	San Jose: Downtown "Frame"	Planned	City Center
Santa Clara	San Jose: East Santa Clara/ Alum Rock Corridor	Planned	Mixed-Use Corridor
Santa Clara	San Jose: Greater Downtown	Planned	Regional Center
Santa Clara	San Jose: North San Jose	Planned	Regional Center
Santa Clara	San Jose: Oakridge/ Almaden Plaza Urban Village	Potential	Suburban Center
Santa Clara	San Jose: Saratoga TOD Corridor	Potential	Mixed-Use Corridor
Santa Clara	San Jose: Stevens Creek TOD Corridor	Potential	Mixed-Use Corridor
Santa Clara	San Jose: West San Carlos and Southwest Expressway Corridors	Planned	Mixed-Use Corridor
Santa Clara	San Jose: Westgate/El Paseo Urban Village	Potential	Suburban Center
Santa Clara	San Jose: Winchester Boulevard TOD Corridor	Potential	Mixed-Use Corridor
Santa Clara	Santa Clara: El Camino Real Focus Area	Planned	Mixed-Use Corridor
Santa Clara	Santa Clara: Santa Clara Station Focus Area	Planned	City Center
Santa Clara	Santa Clara Valley Transportation Authority: City Cores, Corridors & Station Areas	Potential	Mixed-Use Corridor
Santa Clara	Santa Clara Valley Transportation Authority: City Cores, Corridors & Station Areas	Potential	Mixed-Use Corridor
Santa Clara	Santa Clara Valley Transportation Authority: City Cores, Corridors & Station Areas	Potential	Mixed-Use Corridor
Santa Clara	Santa Clara Valley Transportation Authority: City Cores, Corridors & Station Areas	Potential	Mixed-Use Corridor
Santa Clara	Santa Clara Valley Transportation Authority: City Cores, Corridors & Station Areas	Potential	Mixed-Use Corridor
Santa Clara	Santa Clara Valley Transportation Authority: City Cores, Corridors & Station Areas	Potential	Mixed-Use Corridor
Santa Clara	Sunnyvale: Downtown & Caltrain Station	Planned	Transit Town Center
Santa Clara	Sunnyvale: East Sunnyvale	Potential	Urban Neighborhood
Santa Clara	Sunnyvale: El Camino Real Corridor	Planned	Mixed-Use Corridor
Santa Clara	Sunnyvale: Lawrence Station Transit Village	Potential	Transit Neighborhood
Santa Clara	Sunnyvale: Tasman Crossing	Potential	Transit Neighborhood
Solano	Benicia: Downtown	Planned	Transit Neighborhood
Solano	Benicia: Northern Gateway - Benicia's Industrial Park	Potential	Employment Center
Solano	Dixon: Downtown	Potential	Transit Town Center
Solano	Fairfield: Downtown South (Jefferson Street)	Planned	Suburban Center
Solano	Fairfield: Fairfield-Vacaville Train Station	Potential	Transit Town Center
Solano	Fairfield: North Texas Street Core	Potential	Mixed-Use Corridor

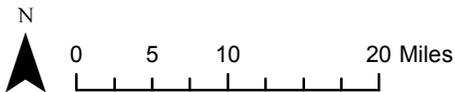
COUNTY	PDA NAME	PLANNING STATUS	PLACETYPE
Solano	Fairfield: West Texas Street Gateway	Planned	Mixed-Use Corridor
Solano	Suisun City: Downtown & Waterfront	Planned	Transit Town Center
Solano	Vacaville: Allison Area	Planned	Suburban Center
Solano	Vacaville: Downtown	Planned	Transit Town Center
Solano	Vallejo: Waterfront & Downtown	Planned	Suburban Center
Sonoma	Cloverdale: Downtown/SMART Transit Area	Planned	Transit Town Center
Sonoma	Cotati: Downtown and Cotati Depot	Planned	Transit Town Center
Sonoma	Petaluma: Central, Turning Basin/ Lower Reach	Planned	Suburban Center
Sonoma	Rohnert Park: Central Rohnert Park	Potential	Transit Town Center
Sonoma	Rohnert Park: Sonoma Mountain Village	Planned	Suburban Center
Sonoma	Santa Rosa: Downtown Station Area	Planned	City Center
Sonoma	Santa Rosa: Mendocino Avenue/Santa Rosa Avenue Corridor	Potential	Mixed-Use Corridor
Sonoma	Santa Rosa: North Santa Rosa Station	Potential	Suburban Center
Sonoma	Santa Rosa: Roseland	Potential	Transit Neighborhood
Sonoma	Santa Rosa: Sebastopol Road Corridor	Planned	Mixed-Use Corridor
Sonoma	Sebastopol: Core Area	Potential	Transit Town Center
Sonoma	Windsor: Redevelopment Area	Planned	Suburban Center

Total count: 191



Priority Development Areas

-  Priority Development Areas
-  Urbanized Areas

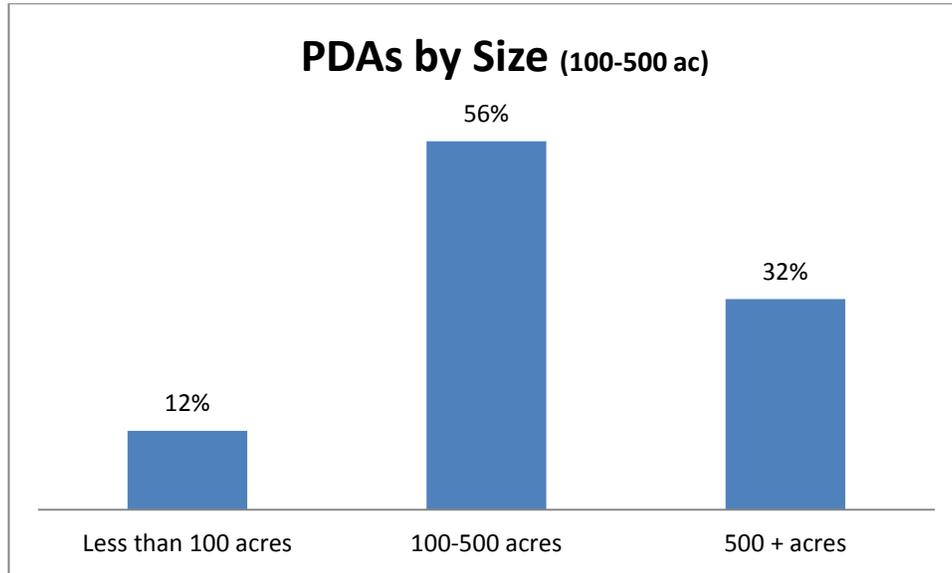


	EXISTING	RECOMMENDED CHANGES																								
PDA CRITERIA	<p>1) <u>Within an existing community</u>, defined as: an urbanized area, or an area within an urban growth boundary limit</p> <p>2) <u>Housing growth anticipated</u>, defined as: a community actively planning or considering to increase housing growth demonstrated by the jurisdiction's general plan, housing element, or via a specific planning process</p> <p>3) <u>Near transit</u>, within .5 miles of:</p> <p>a) an existing ferry terminal or rail station,</p> <p>b) an existing bus/BRT route with minimum 20 min peak weekday headways, or</p> <p>c) a planned transit station (MTC Resolution 3434)</p>	No Change																								
PDA GUIDELINES	<p>minimum: 100 ac</p> <p>maximum: 500 ac</p> <p>outliers: n/a</p>	<p>minimum: 40 ac</p> <p>maximum: 640 ac</p> <p>outliers: must conform to the boundaries of an existing community plan</p>																								
Density (by placetype)	<table border="1"> <thead> <tr> <th data-bbox="963 630 1039 945">PDA Place Type</th> <th data-bbox="963 945 1039 1365">Housing Density Range (dwelling units per acre)</th> <th data-bbox="963 1365 1039 1680">Employment Density Range (floor area ratio)</th> </tr> </thead> <tbody> <tr> <td data-bbox="1039 630 1079 945">Regional Center</td> <td data-bbox="1039 945 1079 1365">75-300 du/ac</td> <td data-bbox="1039 1365 1079 1680">5.0 FAR</td> </tr> <tr> <td data-bbox="1079 630 1120 945">City Center</td> <td data-bbox="1079 945 1120 1365">50-150 du/ac</td> <td data-bbox="1079 1365 1120 1680">2.5 FAR</td> </tr> <tr> <td data-bbox="1120 630 1161 945">Suburban Center</td> <td data-bbox="1120 945 1161 1365">35-100 du/ac</td> <td data-bbox="1120 1365 1161 1680">4 FAR</td> </tr> <tr> <td data-bbox="1161 630 1201 945">Transit Town Center</td> <td data-bbox="1161 945 1201 1365">20-75 du/ac</td> <td data-bbox="1161 1365 1201 1680">2 FAR</td> </tr> <tr> <td data-bbox="1201 630 1242 945">Urban Neighborhood</td> <td data-bbox="1201 945 1242 1365">40-100 du/ac</td> <td data-bbox="1201 1365 1242 1680">1 FAR</td> </tr> <tr> <td data-bbox="1242 630 1282 945">Transit Neighborhood</td> <td data-bbox="1242 945 1282 1365">20-50 du/ac</td> <td data-bbox="1242 1365 1282 1680">1 FAR</td> </tr> <tr> <td data-bbox="1282 630 1299 945">Mixed Use Corridor</td> <td data-bbox="1282 945 1299 1365">25-60 du/ac</td> <td data-bbox="1282 1365 1299 1680">2 FAR</td> </tr> </tbody> </table>	PDA Place Type	Housing Density Range (dwelling units per acre)	Employment Density Range (floor area ratio)	Regional Center	75-300 du/ac	5.0 FAR	City Center	50-150 du/ac	2.5 FAR	Suburban Center	35-100 du/ac	4 FAR	Transit Town Center	20-75 du/ac	2 FAR	Urban Neighborhood	40-100 du/ac	1 FAR	Transit Neighborhood	20-50 du/ac	1 FAR	Mixed Use Corridor	25-60 du/ac	2 FAR	No Change
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PDA Size Graphs



Existing Guidelines



Proposed Guidelines

