



Date: June 20, 2013

To: ABAG Executive Board

From: Ezra Rapport, Executive Director, ABAG

Subject: Draft Plan Bay Area – Summary of Land Use-Related Issues and Responses

## **Background**

MTC and ABAG released the Draft Plan Bay Area on March 22, 2013, followed by the Draft Environmental Impact Report (DEIR) on April 2, 2013. The formal public comment period for both documents closed on May 16, 2013. MTC/ABAG received a large volume of written comments from public agencies, stakeholder organizations, and members of the public during the comment period for Draft Plan Bay Area in addition to oral comments received at public hearings.

This memo highlights some of the recurring issues raised by local jurisdictions, agencies and stakeholders related to land use policies in the Plan, and responds to those issues. Some of these issues have also been addressed in other documents, such as the Frequently Asked Questions and the Key Issues and Policy Recommendations Memo; they have been included in this memo to provide an overview of the issues that are most important to local jurisdictions. Attachment A to this memo summarizes the comments from jurisdictions during this comment period. Comments from individual jurisdictions on the DEIR will be formally addressed in the DEIR Response to Comments.

The comments are grouped into the following themes, and the issues raised in each of the themes are described in more detail in the following pages:

- 1. Land Use/Environment**
- 2. Affordable Housing and Displacement**
- 3. Economic Development**
- 4. Regional Growth Forecast**
- 5. Infrastructure and Public Services**
- 6. Public Health**
- 7. Funding**

## 1. Land Use/Environment

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- **Issue: Relationship between Plan Bay Area and local land use planning**

*Response: By law, adoption of Plan Bay Area will not require any changes to local zoning, general plans, or project review [Govt. Code Section 65080, subd. (b)(2)(J)]. Neither MTC nor ABAG has any authority over land use decisions. Cities and counties, not MTC or ABAG, are ultimately responsible for the manner in which their local communities continue to be built out in the future. The growth pattern in Plan Bay Area builds on the land use planning done by local jurisdictions and the Plan facilitates implementation of these local community development visions by expanding incentives and opportunities available to local jurisdictions to support growth in Priority Development Areas (PDAs).*

*In addition to funding transportation and planning projects in PDAs, the Plan sets the stage for cities and counties to increase the efficiency of the development process for projects consistent with the Plan and other state legislation. California Senate Bills 375 and 226 provide local jurisdictions with the option of reducing the scope of environmental review required for projects that are consistent with a Sustainable Community Strategy (Plan Bay Area is our region's SCS) and meet additional requirements related to transit proximity, density, land use, housing affordability, and environmental benefits. Local jurisdictions can elect not to allow projects to utilize the provisions of SB375 and SB226, or to impose additional requirements for projects to be able to utilize these provisions.*

*More information about the requirements of SB226 and SB375 is provided on the California Office of Planning Research website: <http://opr.ca.gov/>.*

- **Issue: Accounting for additional Greenhouse Gas (GHG) reduction strategies**

*Response: Plan Bay Area is the region's Sustainable Community Strategy (SCS). The SCS is part of the larger effort to reduce GHG emissions statewide in response to Assembly Bill 32 (AB32). The SCS specifically accounts for GHG reductions associated with transportation and land use. Other planning and implementation efforts address building energy efficiency, renewable energy production, and other GHG reduction approaches. To avoid double counting emissions reductions accomplished through these other efforts, the Draft Plan and the DEIR only take into account GHG reductions resulting from transportation investments and strategies, and planning for the location of jobs and housing.*

- **Issue: Stronger open space policies and additional funding for Priority Conservation Areas (PCAs)**

*Response: Plan Bay Area connects open space with urban development through the establishment of both Priority Conservation Areas (PCAs) and Priority Development Areas. The forecast achieves, within the range possible, the Plan's adopted target to maintain growth within our existing urban footprint. A prominent feature of Plan Bay Area is the lower amount of growth forecasted in counties that primarily consist of open space and*

*agricultural lands compared to previous forecasts. To support conservation efforts, the Plan provides \$10 million for protecting PCAs. Implementation actions can further support the PCA program and regional open space protection. A first step could involve updating the PCA program to define the role of different kinds of PCAs in supporting agriculture, recreation, habitat, and other ecological functions and using this analysis to seek additional funding for PCA conservation efforts. The PCA program could also be expanded to draw upon the resources of a broader array of open space agencies, non-profits, foundations and federal agencies—including funding sources specifically dedicated to land acquisition and preservation.*

- **Issue: Integration of air quality, hazards and sea level rise into Plan Bay Area.**

***Response:** As the Bay Area’s Sustainable Communities Strategy (SCS), Plan Bay Area is required to focus on coordinating land use and transportation, and this is the primary focus of the Plan. However, the chapter “A Plan to Build On” highlights the importance of integrating the Plan with ongoing efforts related to cleaning our air and planning for resilience, including preparing for natural disasters and the expected impacts of climate change.*

*As noted in the Plan, regional agencies are collaborating on a comprehensive set of best practices for local governments on how best to address local air pollutants in their planning and development decisions. The Adapting to Rising Tides planning effort is assessing the potential impacts of sea level rise and storm events on local communities and working to identify strategies to reduce and manage these risks. There are also over 100 local jurisdiction efforts around climate adaptation. In addition, ABAG is leading the Regional Disaster Resilience Initiative, which will develop strategies and policies to guide the region’s long-term recovery after a major natural disaster.*

*The regional agencies and other stakeholders involved in these efforts are committed to continuing to better coordinate regional planning to address these challenges, and to incorporate them more fully in the next update to the SCS in four years.*

- **Issue: Local implementation of EIR mitigation measures**

***Response:** Where actions are necessary to address the impact of the Plan on an area of environmental analysis such as noise or air quality, the Draft EIR (DEIR) identifies mitigations. Where these are beyond the scope of MTC and ABAG responsibilities (e.g. water), the mitigations would be carried out by the responsible parties (e.g. utilities). ABAG and MTC could take on or coordinate the mitigations that are within their scope of responsibility. For a summary of mitigations, see the Executive Summary of the DEIR.*

## **2. Affordable Housing and Displacement**

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- **Issue: Affordable housing funding to meet the Plan’s goals and forecasted growth**

*Response: Given today’s soaring housing costs, housing production costs in the Bay Area, and the complexity of developing housing in locations near transit, there is no doubt that additional resources are needed to facilitate preservation of currently affordable housing and the construction of new affordable homes in the future. The loss of redevelopment funding combined with reduced funding levels at the state and federal level leaves a structural financing gap of at least 10 to 20 percent on most affordable housing projects in the region after accounting for typical equity investments from banks, local trusts and fees, and other lenders.*

*Implementation of the Plan hinges on increasing the availability of affordable housing. Production of affordable housing and community stability have been raised as critical issues to retain and improve the quality of life of existing neighborhoods, accommodate future growth, and address the labor needs of our business community.*

*In the section of Chapter 6 of the Draft Plan entitled “A Platform for Advocacy,” ABAG and MTC have committed to work to strategically replace the loss of redevelopment funding with locally controlled funding tools. Already, the Transit Oriented Affordable Housing (TOAH) Fund established with \$10 million from MTC has created a \$50 million fund dedicated to facilitating affordable housing in Priority Development Areas. An additional investment of \$10 million in 2013 will grow the fund to at least \$90 million.*

*MTC and ABAG staff has also put forward the following recommendations for action by the two agencies to increase affordable housing options (see Attachment C of the Key Issues and Preliminary Recommendations memo for more details):*

- *Reserve \$600 million over the life of the Plan from Cap and Trade revenues to a regional affordable housing fund. Based on the experience with TOAH and local jurisdictions’ contributions to affordable housing production and preservation, this \$600 million can be leveraged to a large degree to support the creation and rehabilitation of affordable housing units. The fund can support the preservation of currently affordable units and assist with the development of new affordable units. The specific provisions and identification of partners in the fund and leveraging opportunities will be determined following adoption of Plan Bay Area.*
- *Continue the use of Regional PDA Planning funds to facilitate the entitlement of affordable housing in transit corridors.*

- **Issue: Displacement Risk**

*Response: The Draft Plan’s goal is to house the region’s current and future population without displacement. The Plan’s sustainability strategy is to increase affordable housing near transit. The Plan has assessed the potential risk of displacement by location based on*

*areas of major growth where people pay more than half of their income in rent. This includes approximately 30,000 households or about 1 percent of the total Bay Area households. Displacement risk does not affect all or even the majority of PDAs. However, the effectiveness of the Plan relies on the social, cultural and economic vitality of our existing neighborhoods, which could be disrupted through displacement.*

*Displacement risk can be primarily addressed by increasing resources for the creation and preservation of affordable housing (as described in Attachment C “Affordable Housing” in the Key Issues and Preliminary Recommendations Memo) and improving economic opportunities for current residents.*

*To ensure that growth and investments support vertical mobility for existing residents rather than horizontal displacement, the One Bay Area Grant (OBAG) program provides a framework for local government and Congestion Management Agencies (CMAs) to adopt appropriate neighborhood stabilization and affordable housing policies through the OBAG-related Priority Development Area Investment and Growth Strategies. The success of this effort will require monitoring and appropriate revisions as well as the development of additional regional initiatives. These initiatives will need to recognize the unique qualities of each neighborhood and the need for policy interventions that are locally defined.*

*To help address displacement risk, MTC and ABAG are proposing to target funds from the Transit Oriented Affordable Housing (TOAH) fund mentioned above to community stabilization efforts such as land banking and housing acquisition and rehabilitation. Additional proposals include a menu of anti-displacement policies for consideration in the next OBAG round and potential funding for community stabilization that emerge from the HUD grant-funded Regional Prosperity Grant. These proposals are described in greater detail in Attachment D of the Key Issues and Preliminary Recommendations Memo)*

### 3. Economic Development

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- **Issue: Employment Investment Areas**

*Response: Employment Investment Areas (EIAs) were developed to recognize the unique contribution of places with convenient transit service that are not anticipated to add new housing but that expect strong employment growth over the next three decades. Objectives for the Investment Areas include the addition of services that meet the daily needs of workers, reducing the need for vehicle trips, “last mile” solutions connecting transit stations to workplaces, and urban design interventions to improve the pedestrian environment and increase walking and bicycling.*

*The Investment Areas were not adopted at the time of the Draft Plan in May 2012. As a result, they are not identified in the Plan and not eligible for the first round of One Bay Area Grant (OBAG) funding. The regional agencies will work with local jurisdictions to identify opportunities to support efforts to achieve the transportation, land use, and design objectives of these areas.*

- **Issue: Plan Bay Area should have included policies related to facilitating goods movement and protecting industrial lands, including investments in local jurisdictions**

*Response: The movement of freight and the protection of production and distribution facilities has important environmental, economic and equity implications for the region. Building on MTC’s Regional Goods Movement Study and related land use analysis, MTC/ABAG will evaluate the needs related to the development, storage, and movement of goods through our region and identify essential industrial areas to support the region’s economic vitality. This issue will also be considered as part of MTC’s participation in the update of the State of California’s freight and rail plans and as MTC/ABAG prepare for the update of Plan Bay Area in four years.*

- **Issue: Local jurisdictions need assistance from regional agencies to attract jobs**

*Response: MTC/ABAG will consider relevant findings from the HUD grant-funded Regional Prosperity Plan and other regional economic development plans to craft policies for the update of Plan Bay Area and interim planning efforts. This will include both worker-based strategies for career pathways, model land use guidelines for growing industries, and place-based strategies to support the growth of different kinds of Priority Development Areas, including small towns, mixed use corridors and existing office parks.*

- **Issue: Desire for local hire, job training, and living wage incentives**

*Response: Currently, local hire policies are a project sponsor/city level decision and are not tracked by regional agencies. In order to develop or encourage more local hire strategies, regional agencies would need to conduct additional research to better understand best practices and the experiences of local governments implementing such programs. The HUD*

*grant-funded Regional Prosperity Plan is looking more broadly at our region's projected job growth with regards to career pathways and opportunities for all workers.*

#### **4. Regional Growth Forecast**

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- **Issue: Regional housing and jobs forecast methodology**

***Response:***

*The population and housing forecast included in the plan has undergone significant scrutiny and has been validated by the California Departments of Finance (DOF) and Housing and Community Development (HCD). The regional growth forecast was conducted using an approach adopted by the ABAG Executive Board. In summary, this methodology involved:*

- *A projected regional job growth, which is the main determinant of ABAG's regional population and housing growth forecast—consistent with other major regional forecast models in California and the models used by the three major national economic forecasting firms. Forecasted job growth to 2040 is estimated as a share of U.S. projected job growth, based on an assessment of regional competitiveness by major industry sector. The Bay Area's strength in industry sectors that are expected to grow, such as professional services and information, results in a higher rate of projected job growth than the rate for the nation as a whole.*
- *Population growth is projected in terms of natural increases from births and deaths and migration into the region. The ABAG forecast uses California Department of Finance (DOF) fertility and mortality assumptions to determine the amount of natural increase in the population to develop a population profile. Migration, rather than being tied to recent trends, is forecasted as a function of job growth.*
- *From population growth, a forecast of households and housing units is developed. The final forecast incorporates all of these factors, as well as assumed availability of funding to support affordable housing.*

*This regional forecast was used as the basis for developing the employment and housing growth pattern adopted by the MTC and the ABAG Executive Board in May 2012 as the Preferred Alternative and included in the Draft Plan.*

*Reports documenting the forecast methodology and regional growth distribution include:*

- *Draft Plan Bay Area Supplementary Report: Draft Forecast of Jobs, Population and Housing*  
[http://onebayarea.org/pdf/Draft\\_Plan\\_Bay\\_Area/Draft\\_PBA\\_Forecast\\_of\\_Jobs\\_Population\\_and\\_Housing.pdf](http://onebayarea.org/pdf/Draft_Plan_Bay_Area/Draft_PBA_Forecast_of_Jobs_Population_and_Housing.pdf)
- *Bay Area Job Growth to 2040: Projections and Analysis*  
<http://www.abag.ca.gov/abag/events/agendas/r040412a-Item%205%20-%20Attachment%201.pdf>

- *Evaluating the Effects of Projected Job Growth on Housing Demand*  
[http://www.onebayarea.org/pdf/KC\\_Effects\\_of\\_Projected\\_Job\\_Growth\\_on\\_Housing.pdf](http://www.onebayarea.org/pdf/KC_Effects_of_Projected_Job_Growth_on_Housing.pdf)
- *Overview of the Regional Housing Need Determination, DOF Population Projections and Plan Bay Area Forecast*  
[http://apps.mtc.ca.gov/meeting\\_packet\\_documents/agenda\\_2038/06\\_Overview\\_of\\_RHN\\_D\\_DOF\\_Projections\\_and\\_Plan\\_Bay\\_Area.pdf](http://apps.mtc.ca.gov/meeting_packet_documents/agenda_2038/06_Overview_of_RHN_D_DOF_Projections_and_Plan_Bay_Area.pdf)

- **Issue: Multi-family housing trends and demand**

*Response: Several factors point to strong future demand for a wider range of housing options in communities with convenient access to local services and transit:*

- ***Existing Housing Stock and Recent Trends.*** *Single family homes account for approximately two-thirds of the region’s current housing stock. Combined with the current stock, modest future production is anticipated to meet new demand for single family housing. Even with very limited production, single family homes will continue to make up the majority of the region’s housing 30 years from now.*

*Multi-family housing production has accelerated during the recovery from the recent recession. According to data from the California Department of Finance, homes in buildings with five units or more have made up 58% of new homes since 2010, compared to its overall share of 25% in 2010. In the region’s fastest growing areas, this trend is even more pronounced. In Santa Clara County, for example, homes in buildings with five or more units or more have accounted for 70% of new homes, compared to a 2010 share of 25%.<sup>1</sup> These figures support previous research suggesting a strong pent up demand for multi-family housing in the region.*

- ***Demographic Change.*** *The number of Bay Area residents 65 years or older is expected to increase by 137% over the next 30 years. This is dramatically higher than any other age group: residents between 0-24 and 25-44 are expected grow by 25% and 17% respectively. The population between 45 and 64 years old is projected to grow by only 1%.*

*Recent research and historic preferences suggest that this explosion of senior citizens will substantially increase demand for multi-family housing. While some seniors will age in place, remaining in their single family homes, many will choose to move to places with greater access to local services, transit and a wider range of housing options. The available stock of single family homes created by this group will help meet the demand of households seeking these homes.*

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<sup>1</sup> California Department of Housing and Finance, Population and Housing Estimates for Cities, Counties, and the State, 2011-2013 with 2010 Census Benchmark, Table E-5

*The proportion of the region's population made up of households that have traditionally been most likely to occupy detached single family homes will decline significantly. In addition, this group will be made up largely of Millennials (or Generation Y), who have shown much stronger preferences for multi-family housing in communities with convenient access to transit and amenities than their parents' generation. The share of this generation that changes its preference toward detached single family homes and suburban locations as they reach middle age is uncertain. However, even an incremental shift toward multi-family housing would further increase demand for this kind of housing.*

*In addition to shifting toward an older population, the region is expected to grow significantly more diverse. Together, the Bay Area's Latino and Asian population is expected to increase from 44% of the region's total population to 59%. Latinos, projected to be the largest ethnic group in the region by 2013, have historically been more likely to live in multi-family housing. In addition, several surveys suggest a stronger preference among Latinos for mixed-use communities with a range of amenities and transit access.<sup>2</sup> Whether or not this could change as some households become wealthier is uncertain, but available information does not suggest that the region's shift in ethnic and racial composition will be accompanied by a stronger preference for detached single family housing.*

- **Issue: Housing distribution to suburban locations**

**Response:** *The distribution of housing in the Plan was adopted in May 2012 by the ABAG Executive Board and the Commission as the Preferred Alternative. This followed extensive consultation with local jurisdictions, stakeholders, and the general public. The adopted distribution raised concern among affordable housing advocates, developers, and several jurisdictions. From one perspective, some argue that that the Plan does not provide enough low and moderate income housing in locations with strong job and transit access and high quality amenities including schools. From another, the Plan does not distribute enough housing to greenfield suburban locations with untapped development potential that can help meet the region's future demand. To address these concerns, the DEIR includes two alternatives developed by developers and equity groups that evaluate the impacts of shifting housing to more suburban locations. Alternative 4, Enhanced Network of Communities, was shaped by the Building Industry Association. Alternative 5, Environment, Equity and Jobs, was developed by equity and affordable housing advocates.*

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<sup>2</sup> Sources include: Mendez, M. "Latino New Urbanism: Building on Cultural Preferences," *Opolis*, 1.1 (2005). <http://cssd.ucr.edu/Activities/PDFs/Latino%20New%20Urbanism.pdf>; and Americans' Views on their Communities, Housing, and Transportation, ULI, March 2013. <http://www.uli.org/wp-content/uploads/ULI-Documents/America-in-2013-Final-Appendix.pdf>

*The Draft Plan’s housing distribution builds upon local plans by identifying locations that can accommodate future growth, including the scale and type of growth most appropriate for different types of locations. It provides a more focused growth pattern for the region than historic trends, identifies locations for future housing growth while recognizing the unique characteristics of the Bay Area’s communities. To help achieve the region’s GHG reduction targets and support the Plan Bay Area’s targets, the Draft Plan focuses growth in the region’s largest cities and in PDAs with strong transit access. The Plan’s policies invest in disadvantaged communities, increase access to jobs and services, and leverage existing infrastructure.*

*Implementing proposals to shift the distribution of housing growth in the Plan to more suburban locations would have ripple effects across the region. In addition to increasing the number of housing units distributed to suburban communities without any prior consultation, it would create major distribution changes in other jurisdictions. In the case of shifting low and moderate income housing to job and transit rich suburbs, it would also likely require a dramatic increase in housing subsidies for which no funding source has been identified. Redistributing housing to greenfield suburban locations would likely increase pressure on open space, and create a host of other environmental impacts. Redistributing housing to suburban locations also conflicts with SB 375’s requirement to “utilize the most recent planning assumptions considering local general plans and other factors.” (Government Code Section 65080(b)(2)(B).)*

- **Issue: Feasibility of the Draft Plan**

**Response:** *Plan Bay Area is ambitious. The Plan’s growth distribution meets our regional Greenhouse Gas Emissions reduction target by building upon recent and projected trends toward a wider range of housing options in places with local services and transit. This will require resources—some of which are included in the Draft Plan, such as the One Bay Area Grant—and others that the regional agencies will work in concert with local jurisdictions to obtain. Chapter 6 of the Draft Plan (“A Plan to Build On”) addresses policy changes and legislative actions that can help support implementation.*

*To help assess the near-term feasibility of the growth pattern in the Draft Plan and identify additional implementation actions, an assessment of a representative sample of PDAs from throughout the region by consultants at Economic and Planning Systems (EPS) deeply familiar with the market characteristics of each jurisdiction in the Bay Area. Overall, the study concluded that the proposed development pattern contained in the preferred scenario, while ambitious, represents an achievable level of growth with sufficient policy changes, some of which are now underway or currently being examined. The study also found that it is not at all certain that non-PDA areas are more “ready” for significantly more growth than has been allocated to them under Plan Bay Area.*

## 5. Infrastructure and Public Services

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- **Issue: Potential growth constraints due to infrastructure and public facilities capacity**

***Response:** The Plan Bay Area Draft Environmental Impact Report (DEIR) includes an assessment of the capacity of existing and planned public services to meet the projected growth in the Plan and the EIR alternatives. Utilities, park districts, school districts, and other service providers are responsible for the provision of these services. MTC and ABAG coordinated with these service providers to assess existing and future capacity. Where necessary, the DEIR identifies mitigations, or actions necessary to address the impact of the Plan on services. For more information, see chapters 2.8, 2.12, and 2.14 of the DEIR.*

*The proposed Plan assumes an increase in public service facilities and infrastructure as the population increases. Public services are regulated by local jurisdictions, which often have differing goals, standards, and policies related to the provision of public services. The impacts on public services are likely to vary, with locations experiencing more growth probably requiring additional services.*

*As stated in the DEIR chapter on Public Services, a detailed assessment of local needs is infeasible at the regional scale. However, the demand for services and their costs are also addressed in Plan Bay Area in several additional ways:*

- *First, the compact growth pattern in Plan Bay Area should allow jurisdictions to leverage existing facilities and absorb some of the increased demand with facilities that are currently underutilized. Overall, the higher density of new growth in the region should limit the number of new facilities needed to maintain adequate levels of service, since more residents will have access to these services within the same service area. At the same time, the higher density of new growth will reduce per capita costs to construct and maintain any new facilities that are built. A recent survey of 17 municipalities nationwide found that compact mixed-use development costs one-third less for upfront infrastructure, saves an average of 10 percent on ongoing delivery of services, and generates 10 times more tax revenue per acre than conventional suburban development.<sup>3</sup> However, depending on the growth and housing patterns, some school, library, and recreation facilities may become overused. In these cases, implementation of the proposed Plan would require additional facilities to ensure acceptable levels of service.*
- *Second, the regional employment forecast region projects 439,000 new Health, Educational, and Recreational Services jobs and accounts for the new facilities needed to accommodate them. These positions reflect the development needed to accommodate necessary increases in public service facilities. Increases in these sectors occur in every county, with San Francisco, Santa Clara, and Alameda counties forecast to continue to*

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<sup>3</sup> Building Better Budgets: A National Examination of the Fiscal Benefits of Smart Growth Development, Smart Growth America, May 2013, available at <http://www.smartgrowthamerica.org/documents/building-better-budgets.pdf>

*have the greatest share of these types of jobs and see the largest increase in total numbers, consistent with the largest increases in total population.*

- *Funding for services such as police and fire services, libraries, and recreation facilities will be locally determined, as service standards, performance measures, and policies are typically set by local jurisdictions and agencies. For schools, standards relating to class size are primarily determined at the state level, although local school districts are responsible for the planning and construction of school facilities. Per state funding formulas, schools do receive funding on a per pupil basis. Under California Government Code Section 65995, cities and counties may charge developer impact fees to cover the additional costs of impacts to schools. Developer agreements can also support other community benefits, such as parks and libraries.*

## **6. Public Health**

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- **Issue: Potential health impacts of infill development**

***Response:** Plan Bay Area’s growth distribution focuses on infill development with easy access to transit, jobs, and other amenities. This kind of development can reduce average vehicle miles traveled by household by as much as 60 percent compared to traditional suburban developments. Other advantages of compact infill development include preservation of open space and green landscapes that can absorb excess greenhouse gases from the atmosphere. By creating more walkable communities, compact development can also help reduce obesity and diabetes.*

*One indirect consequence of infill development, however, is the potential that people living near major freeways, ports, distribution centers or gas stations are disproportionately exposed to higher concentrations of pollutants present in local sources of toxic air contaminants (TAC) and particulate matter (PM).*

*This increased exposure puts people at a greater health risk and in a way stands at odds with the direct health benefits of compact infill development discussed above. However, as noted in Plan Bay Area, there are effective ways to plan for compact infill development that both protect public health and reduce greenhouse gases.*

*To accomplish this, regional agencies are collaborating with local jurisdictions to identify a comprehensive set of best practices to lessen or mitigate the potential health risks for developments in areas with high sources of air pollutants. Measures to reduce exposure to emissions include building and site design considerations, installing air filtration features in heating and ventilation systems, and planting trees.*

*Ultimately, Plan Bay Area’s regional goal of focused growth offers significant health advantages. And in places where the development is close to significant emissions sources, the disproportionate health impacts can also be mitigated, effectively advancing overall positive public health results.*