




COUNTY OF SAN MATEO
Inter-Departmental Correspondence
 Planning and Building Department



DATE: January 9, 2012
BOARD MEETING DATE: January 24, 2012
SPECIAL NOTICE/HEARING: None
VOTE REQUIRED: Majority

TO: Honorable Board of Supervisors

FROM: Jim Eggemeyer, Community Development Director 

SUBJECT: EXECUTIVE SUMMARY: Resolution in support of the application for Priority Development Area status for the Midcoast Urban Area

RECOMMENDATION:

Adopt a Resolution in support of the application for Priority Development Area status for the Midcoast Urban Area.

BACKGROUND:

The Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC), in coordination with the Bay Area Air Quality Management District (BAAQMD) and Bay Conservation and Development Commission (BCDC), are undertaking a regional planning initiative called FOCUS. The intent of this initiative is to support a future regional development pattern that is compact and connected. To this end, local governments have been asked to create a specific and shared concept of where growth can be accommodated (priority development area), and what areas need protection (priority conservation area). Areas designated as Priority Development Areas (PDAs) are eligible to receive funding for planning and capital improvement projects.

Based on the County's interest in facilitating infrastructure and transit improvements that will benefit Midcoast residents, improve environmental protection, and increase local jobs and services, the Planning and Building Department has submitted an application to ABAG to include the Midcoast as a PDA (Attachment A). In order to complete the application process, a Resolution supporting this application must be adopted by the Board of Supervisors and submitted to ABAG prior to January 30, 2012.

DISCUSSION:

Designating the Midcoast Urban Area as a PDA will enable the County to apply for State and Federal planning and infrastructure funds prioritized for such areas. These funds could be used to develop and implement projects including but not limited to: the Highway 1 Safety and Mobility Studies; the Comprehensive Transportation Management Plan called for in the LCP Update; a Specific Plan for Princeton that will increase opportunities

for local jobs and services; stormwater pollution prevention practices such as those being developed by the Fitzgerald Marine Reserve Area of Special Biological Significance Stormwater Pilot Project; and the expansion and enhancement of parks and recreational opportunities.

Funding opportunities that accompany the PDA designation may also help local service providers plan and implement needed improvements to: wastewater collection infrastructure; water supply facilities and management measures that meet the need of current and future residents while protecting natural resources such as wetlands and riparian corridors; and transit services for students, commuters, and visitors to the coast. These service improvements are needed to address constraints that have impeded the provision of priority land uses such as affordable housing, and to ensure the sustainability of existing and future land uses among other ways by addressing greenhouse gas emission reduction requirements.

The PDA application submitted by the Planning and Building Department includes a vision for the Midcoast Rural Corridor that facilitates sustainable infill development in a manner that protects coastal and agricultural resources, enhances employment and recreational opportunities, and provides a range of housing choices that meets the needs of the community while protecting the character and quality of existing residential neighborhoods. This vision is consistent with the goals, policies, and standards contained in both the Local Coastal Program (LCP) and the General Plan. In addition, the funding opportunities that accompany a PDA designation will greatly assist the ability of the County and other agencies to address the needs of Midcoast communities that are recognized by the proposed Update to the LCP, such as expanding local employment opportunities to provide a better jobs to housing balance; enhancing transit services, roadways, and bicycle and pedestrian facilities; and resolving water supply constraints and wastewater conveyance problems.

The concept of a PDA designation for the Midcoast was discussed with the Midcoast Community Council (MCC) in 2011. Any grant applications or project proposals that may result from such a designation will be coordinated with the MCC.

County Counsel has reviewed and approved the Resolution as to form.

Adoption of the Resolution contributes to the 2025 Shared Vision outcome of a Livable Community by increasing the ability of the County and other agencies and service districts to obtain planning and capital improvement funds needed to sustain and enhance Midcoast communities.

FISCAL IMPACT:


There is no cost to the County for submitting the application other than the staff time that went into its preparation. If approved, the PDA designation will have a beneficial fiscal impact by making the County eligible to receive planning and infrastructure grants designated for such areas.



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TO: Honorable Board of Supervisors
FROM: Jim Eggemeyer, Community Development Director 
SUBJECT: Resolution in support of the application for Priority Development Area status for the Midcoast Urban Area

RECOMMENDATION:

Adopt a Resolution in support of the application for Priority Development Area status for the Midcoast Urban Area.

BACKGROUND:

Proposal: Adoption of a Resolution in support of the application for Priority Development Area (PDA) status for the Midcoast Urban Area.

Report Prepared By: Steve Monowitz, Deputy Director, Telephone 650/363-1855

Applicant: PDA application initiated by the Planning and Building Department

Location: The area of the unincorporated Midcoast within the Urban/Rural Boundary, shown by Attachment B

Size: Approximately 5,357 acres

Existing Zoning: Varies

General Plan Designation: Varies

Sphere-of-Influence: Half Moon Bay

Existing Land Use: Varies

Water Supply: Coastside County Water District, Montara Water and Sanitary District, and private wells

Sewage Disposal: El Granada Sanitary District, Montara Water and Sanitary District, Sewer Authority Mid-Coastside, and septic systems

Environmental Evaluation: Adoption of a Resolution in support of the PDA application is not an action that requires environmental review pursuant to the California Environmental Quality Act (CEQA).

Setting: The Midcoast Urban Area consists of the communities of Miramar, El Granada, Princeton-by-the-Sea, Moss Beach, and Montara.

DISCUSSION:

A. BACKGROUND

The Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC), in coordination with the Bay Area Air Quality Management District (BAAQMD) and Bay Conservation and Development Commission (BCDC), are undertaking a regional planning initiative called FOCUS. The intent of this initiative is to support a future regional development pattern that is compact and connected. To this end, local governments have been asked to create a specific and shared concept of where growth can be accommodated (priority development area), and what areas need protection (priority conservation area).

The FOCUS initiative is closely related to the regional agencies effort to develop a Sustainable Community Strategy (SCS) for the Bay Area region, as required by SB 375. An important step toward the development of the SCS was the creation of the Initial Vision Scenario in 2011, which involved the identification of Growth Opportunity Areas (GOAs). In 2012, a Preferred Scenario will be identified and will serve as the basis for a draft SCS. In order to be eligible for planning and capital improvements funds associated with the SCS, GOAs need to be formalized as Priority Development Areas (PDAs) via the application and review procedures established by ABAG.

As part of the process for creating the Initial Vision Scenario, local governments were asked to identify and characterize potential GOAs as one of seven Place Types described by MTC's 2007 Station Area Plan Manual. In accordance with these procedures, the San Mateo County Planning and Building Department proposed designating North Fair Oaks and unincorporated Colma as Transit Neighborhoods, and the Midcoast Urban Area as a Mixed-Use Corridor. The proposal to include the Midcoast Urban Area as a GOA was not, however, included in the Initial Vision Scenario released by ABAG in 2011.

In response to the applications and comments by counties and cities whose proposed GOAs were not included in the Initial Vision Scenario, two new Place Types were approved by the ABAG Executive Board at its September 2011 meeting – Rural Town Center and Rural Corridor. The creation of these new Place Types recognizes the important role that certain rural towns and corridors play in meeting the region's housing and employment needs, and that investing in the transit and

infrastructure systems that serve such areas is needed to promote sustainability and environmental protection.

Based on the County's interest in facilitating infrastructure and transit improvements that will benefit Midcoast residents, improve environmental protection, and increase local jobs and services, the Planning and Building Department has submitted an application to ABAG to include the Midcoast as a PDA based on the new Rural Corridor Place Type (Attachment A). In order to complete the application process, a Resolution supporting this application must be adopted by the Board of Supervisors and submitted to ABAG prior to January 30, 2012.

B. KEY ISSUES

1. Benefits of the Midcoast Rural Corridor PDA Designation

As described above, designating the Midcoast Urban Area as a PDA will enable the County to apply for State and Federal planning and infrastructure funds prioritized for such areas. These funds could be used to develop and implement projects including but not limited to: the Highway 1 Safety and Mobility Studies; the Comprehensive Transportation Management Plan identified in the LCP Update; a Specific Plan for Princeton that will increase opportunities for local jobs and services; stormwater pollution prevention practices such as those being developed by the Fitzgerald Marine Reserve Area of Special Biological Significance Stormwater Pilot Project; and the expansion and enhancement of parks and recreational opportunities.

Funding opportunities that accompany the PDA designation may also help local service providers plan and implement needed improvements to: wastewater collection infrastructure; water supply facilities and management measures that meet the need of current and future residents while protecting natural resources such as wetlands and riparian corridors; and transit services for students, commuters, and visitors to the coast. These service improvements are needed to address constraints that have impeded the provision of priority land uses such as affordable housing, and to ensure the sustainability of existing and future land uses among other ways by addressing greenhouse gas emission reduction requirements.

2. Local Coastal Program and General Plan Consistency

The PDA application submitted by the Planning and Building Department includes a vision for the Midcoast Rural Corridor that facilitates sustainable infill development in a manner that protects coastal and agricultural resources, enhances employment and recreational opportunities, and provides a range of housing choices that meets the needs of the community while protecting the character and quality of existing residential neighborhoods. This vision is consistent with the goals, policies, and standards contained in both the Local Coastal Program (LCP) and the General Plan.

The LCP delineates an Urban Rural Boundary to prevent sprawl, and regulates the rate at which development can occur to ensure that it does not exceed available public service capacities. Both the LCP and the General Plan contain policies and implementing regulations that protect sensitive habitats, scenic views, water resources, and agricultural lands. With regard to commercial and industrial uses, the LCP prioritizes development that supports coastal related and visitor serving uses, and establishes commercial nodes at specific locations along Highway 1 that serve both residents and tourists. The intent of the PDA designation is to enhance the ability of the County and other service providers to accommodate future development in a manner that is fully consistent with these policies and regulations.

The LCP Update resubmitted to the California Coastal Commission in June 2011 focuses on the Midcoast area and contains incentives for affordable housing as well as new policies and regulations that enhance resource protection, expand recreational opportunities, and balance growth with the provision of adequate infrastructure. As recognized by the Update, key ingredients to achieving the vision for the Midcoast Rural Corridor include: expanding local employment opportunities to provide a better jobs to housing balance; enhancing transit services, roadways, and bicycle and pedestrian facilities; and resolving water supply constraints and wastewater conveyance problems. As described above, the funding opportunities that accompany a PDA designation will greatly assist the ability of the County and other agencies to address these needs.

C. ENVIRONMENTAL REVIEW

Adoption of a Resolution in support of the PDA application is not an action that requires environmental review pursuant to the California Environmental Quality Act (CEQA).

The concept of a PDA designation for the Midcoast was discussed with the Midcoast Community Council (MCC) in 2011. Any grant applications or project proposals that may result from such a designation will be coordinated with the MCC.

County Counsel has reviewed and approved the Resolution as to form.

Adoption of the Resolution contributes to the 2025 Shared Vision outcome of a Livable Community by increasing the ability of the County and other agencies and service districts to obtain planning and capital improvement funds needed to sustain and enhance Midcoast communities.

FISCAL IMPACT:

There is no cost to the County for submitting the application other than the staff time that went into its preparation. If approved, the PDA designation will have a beneficial fiscal impact by making the County eligible to receive planning and infrastructure grants designated for such areas.



County of San Mateo - Planning and Building Department

ATTACHMENT A

FOCUS

a development and conservation strategy
for the San Francisco Bay Area

Application for Priority Development Area Designation

Enter information in the spaces provided and submit the requested attachments.

Part 1 - APPLICANT INFORMATION & AREA DETAILS		
Attach resolution showing local support for involvement in FOCUS		
a. Lead Applicant -City/County	San Mateo County	
Contact Person	Steve Monowitz	
Title	Deputy Director	
Department	Planning and Building	
Street Address	455 County Center	
City	Redwood City	
Zip Code	94063	
Phone Number	(650) 363-1855	
Fax Number	(650) 363-4849	
Email	smonowitz@smcgov.org	
b. Area Name and Location	Midcoast Urban Area	
c. Area Size (minimum acreage = 100)	5357 acres	
d. Public Transit Serving the Area (existing and planned). From this list, please identify at least one route that has minimum 20-minute headways.	SamTrans Bus 17 and 294. Bus 17 provides North/South service between Montara and Pomponio. Bus 294 provides north/south service between Pacifica (Linda Mar Park and Ride) and Half Moon Bay, as well as East/West Service between the coastside and the City of San Mateo (Hillsdale CalTrain Station and Shopping Center).	
e. Place Type (Identify based on the Station Area Planning Manual or from others in Application Guidelines)	Rural Corridor	
	Current Conditions (Year: 2011)	Future Goal (Horizon Year: 2035)
f. Total Housing Units	4000	5000
g. Total Jobs	to be determined	2 x current
h. Net Project Density (New Housing)	range between one unit per 2,500 sq. ft. to one unit per 20,000 sq. ft.	same as current
i. Minimum/Maximum FARs (New Employment Development)	approximately 1.5	2.0 on average

Part 2 - ADDITIONAL AREA INFORMATION		
	Yes	No
a. Is the proposed priority area currently recognized in the General Plan (i.e., called out as TOD, infill etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have other plans (any targeted planning efforts including specific plans, precise plans, area plans, and supporting environmental studies) been developed within the last 15 years that cover the priority area? Note: If yes, please attach brief list of individual planning efforts and date completed (including web links to electronic versions if available). In the list, identify the primary plan for the area.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

FOCUS is a regional, incentive-based development and conservation strategy for the San Francisco Bay Area. FOCUS is led by the Association of Bay Area Governments and the Metropolitan Transportation Commission in coordination with the Bay Area Air Quality Management District and the Bay Conservation and Development Commission. It is partially funded by a regional blueprint planning grant from the State of California Business, Transportation, and Housing Agency.

c. Is the proposed priority area within the boundaries of a redevelopment area?

Part 3 – MAPS OF PRIORITY DEVELOPMENT AREA

Attach map(s) showing the proposed boundaries, land use designations and zoning, major transit services, and any other relevant information about the proposed priority area. In your electronic submission, please include GIS files of the PDA boundaries, if available. Photos of current conditions in the priority area are optional.

Part 4 – NARRATIVE

Attach separately a maximum two-page (8½ x 11 with 12 point font) narrative that addresses the following questions and provides any other relevant information.

- What is the overall vision for this area? How does the vision align with the place type selected (See Place Type Development Guidelines p. 18-19 in Station Area Planning Manual)?
- What has to occur in order to fully realize this vision and place type? What has occurred in the past 5 years?
- Describe relevant planning processes, and how community members were involved in developing the vision and/or plan for the area.
- Describe how this priority area has the potential to be a leading example of smart growth for the Bay Area.

Part 5 – POTENTIAL ASSISTANCE REQUESTED (check all that apply)
 Note: Assistance is not being offered at this time. This information will aid the development of tools and incentives for designated areas.

TECHNICAL ASSISTANCE	REQUEST FOR PLANNING GRANTS	REQUEST FOR CAPITAL GRANTS
<input type="checkbox"/> Assistance with policies to implement existing plan <input type="checkbox"/> Assistance with photo- simulations to depict future conditions <input checked="" type="checkbox"/> Assistance with local workshops and tours <input type="checkbox"/> Other:	<input type="checkbox"/> Funding for new area-wide specific plan or precise plan <input checked="" type="checkbox"/> Funding to update existing area-wide specific plan or precise plan <input type="checkbox"/> Funding for EIR to implement existing area-wide plan <input checked="" type="checkbox"/> Other: Funding for Comprehensive Transportation Management Plan	<input checked="" type="checkbox"/> Funding for transportation projects (including pedestrian/bicycle) <input checked="" type="checkbox"/> Funding for housing projects <input checked="" type="checkbox"/> Funding for water/sewer capacity <input checked="" type="checkbox"/> Funding for parks/urban greening <input checked="" type="checkbox"/> Funding for streetscape improvements <input checked="" type="checkbox"/> Other: Funding to prevent stormwater pollution

Part 6 – INFRASTRUCTURE BUDGET FOR PRIORITY AREA

Attach a completed Excel file on the FOCUS website for entering information about infrastructure needs and funding sources.

Part 7 – FOR EMPLOYMENT CENTER PLACE TYPE PROPOSALS ONLY

Please provide the following information for the entire jurisdiction.

	Current Conditions (Year:)	General Plan (Horizon Year:)
Total Jobs		
Total Households		
Total Employed Residents		

FOCUS

a development and conservation strategy
for the San Francisco Bay Area

Application for Priority Development Area Designation

E-mail this completed application form and attachments requested to FOCUS@abag.ca.gov, and mail one hard copy of this application and attachments requested to the Association of Bay Area Governments, Attn: Jackie Reinhart, P.O. Box 2050, Oakland, CA 94604-2050. Please contact Jackie Reinhart, ABAG Regional Planner, at JackieR@abag.ca.gov or 510-464-7994 with questions about the application.

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Part 2: Additional Area Information

Primary Plan

San Mateo Local Coastal Program

Pending Plans

San Mateo County Local Coastal Program Update Re-submittal (Adopted by the Board of Supervisors on May 24, 2011, pending Coastal Commission review and certification)

Planning Efforts Underway

Princeton Specific Plan

Highway One Safety and Mobility Study

Comprehensive Transportation Management Plan

Fitzgerald Marine Reserve/ASBS Stormwater Pilot Project

Part 4: Narrative

Midcoast Rural Area Vision

The unincorporated Midcoast area contains an important source of housing, commercial services, jobs, and recreation opportunities. Highway One is the primary corridor through the area, and provides access to residential, commercial, and industrial land uses, as well as significant recreational resources and tourist destinations. Pillar Point Harbor and the Half Moon Bay Airport are located within this corridor, as is the commercial and industrial area known as Princeton-by-the-Sea.

The vision for Midcoast Rural Corridor is one that facilitates sustainable infill development, in a manner that protects coastal and agricultural resources, enhances employment and recreational opportunities, and provides a range of housing choices that meets the needs of the community while protecting the character and quality of existing residential neighborhoods.

What Has and Needs to Occur to Achieve this Vision

The San Mateo County Local Coastal Program (LCP) contains guidelines and standards for new development within the Midcoast area that are consistent with the vision described above. The LCP delineates an Urban Rural Boundary to prevent sprawl, and regulates the rate at which development can occur to ensure that it does not exceed available public service capacities. It also contains policies and regulations that protect sensitive habitats, scenic views, water resources, and agricultural lands. With regard to commercial and industrial uses, it prioritizes development that supports coastal related and visitor serving uses, and establishes commercial nodes at specific locations along Highway One that serve both residents and tourists.

The LCP was originally certified by the California Coastal Commission (CCC) in 1980, and has been updated a number of times since then. The most recent update focuses in on the Midcoast area and contains incentives for affordable housing as well as new policies and regulations that enhance resource protection, expand recreational opportunities, and balance growth with the provision of adequate infrastructure. As recognized by this LCP update, key ingredients to achieving the vision for the Midcoast Rural Corridor include: expanding local employment opportunities to provide a better jobs to housing balance; enhancing transit services, roadways, and bicycle and pedestrian facilities; and resolving water supply constraints and wastewater conveyance problems.

In order to address these needs, the County has initiated a number of planning efforts. With regard to increasing local jobs and services, the Board of Supervisors recently authorized the Planning and Building Department to undertake a comprehensive update of Princeton-by-the-Sea development standards, in coordination with the update of the Half Moon Bay Airport Land Use Plan. Roadway enhancements along the Highway One corridor, including improved pedestrian and bicycle facilities, are the subject of two

Caltrans funded safety and mobility studies, one of which has been completed, and the other of which is currently underway. Recommended transit service improvements and transportation demand management techniques will be developed by the County as part of a Comprehensive Transportation Management Plan called for by the LCP update described above, as soon as a funding source for this Plan can be identified. The County is also working with the area's water and sewer districts, as well as the agencies that provide and manage recreational resources, to address infrastructure issues and expand recreational opportunities.

Successful completion and implementation of these efforts will require significant investments that exceed the resources available to the County. In recognition of these needs, and the benefits that addressing them will provide to the region, the Midcoast area should be designated as a Rural Corridor and eligible to receive the planning and infrastructure funding that accompanies this designation.

Planning Processes and Community Participation

As noted above, the vision for the Midcoast Rural Corridor is consistent with the policies and regulations contained in the LCP, the development of which has been the subject of intense community participation. The most recent update was the subject of numerous community workshops and Midcoast Community Council meetings, fifteen Planning Commission hearings, and five Board of Supervisors meetings. The Highway One safety and mobility studies have also been accompanied by extensive community outreach and participation, in the form of meetings, workshops, field trips, and design charettes. Some of the improvements contemplated by these studies, such as the proposed multi-use recreation trail parallel to Highway One, have been endorsed by San Mateo County voters through the passage of Measure A. Other planning efforts described above will involve similar levels of outreach and community engagement, consistent with the County's commitment to providing maximum opportunity for public participation.

Model for Smart Growth

Rural Corridors such as the Midcoast provide important centers for services needed by residents, tourists, and local industries, as well as employment opportunities that reduce the need for commuting. Maintaining and improving the infrastructure needed to sustain and enhance these communities are essential to the public's safety, the protection of natural resources, and the health of the region's economy. Accordingly, these areas play a critical role in the development and implementation of a Sustainable Community Strategy. Designating the Midcoast as a Rural Corridor provides an opportunity to support current efforts to promote sustainable development, and provide template for other similarly situated corridors to follow suit.

PDA INFRASTRUCTURE NEEDS BY PROJECT									
PROJECT DESCRIPTION	PROJECT TYPE	COMPLETION TIMEFRAME	CAPITAL COST (in \$ millions)	OPERATING COST (in \$ millions)	% FUNDED (CAPITAL)	% FUNDED (OPERATING)	PRIMARY RESPONSIBILITY	COMMENTS	
example 4th Street reconfiguration transit/bike/peped improvements St from Main to Chestnut examples Stormwater Improvements, Utility undergrounding, Recycled water system example 4th and Chestnut Pocket Park	Connectivity Projects Non-transportation Infrastructure / Utilities Parks	Short Term Medium Term Long Term	\$ 6.00 \$ 7.50 \$ 3.75	\$ 0.25 \$ 1.00 \$ 0.50	15% 100% 0%	15% 100% 0%	Public Public-Private Private		
example Daycare center/Health Clinic	Public Facilities	Long Term	\$ 16.00	\$ 2.00	90%	90%	Not-for-Profit/NGO		
Implementation of Highway One Safety and Mobility Studies	Connectivity Projects	Short Term					Public	Capital and Operating Costs Unknown. Partially funded by Unknown	
	Streetscape Improvements	Medium Term					Public	Capital and Operating Costs Unknown	
	Road Improvements	Long Term					Public	Capital and Operating Costs Unknown	
Comprehensive Transportation Management Plan	Shuttles & Other Public Transportation	Unknown					Public-Private	Capital and Operating Costs Unknown	
	Transportation Demand Management	Unknown					Public-Private	Capital and Operating Costs Unknown	
	Road Improvements	Unknown					Public	Capital and Operating Costs Unknown	
	Land Assembly / Site Acquisition / Land Banking	Unknown					Public-Private	Capital and Operating Costs Unknown	
Devils Slide Recreation Trail	Connectivity Projects	Short Term					Public	Capital and Operating Costs Unknown	
Implementation of Midcoast Parks and Recreation Plan	Parks	Medium Term					Public	Capital and Operating Costs Unknown	
Wastewater collection and storage system improvements	Non-transportation Infrastructure / Utilities	Medium Term					Public	Capital and Operating Costs may be available from Service	
Water Conservation, Storage, and Supply Improvements	Non-transportation Infrastructure / Utilities	Medium Term					Public	Capital and Operating Costs may be available from Service	
Affordable Housing at Designated Sites or Alternative Locations	Affordable Housing	Medium Term					Public-Private	Capital and Operating Costs Unknown	

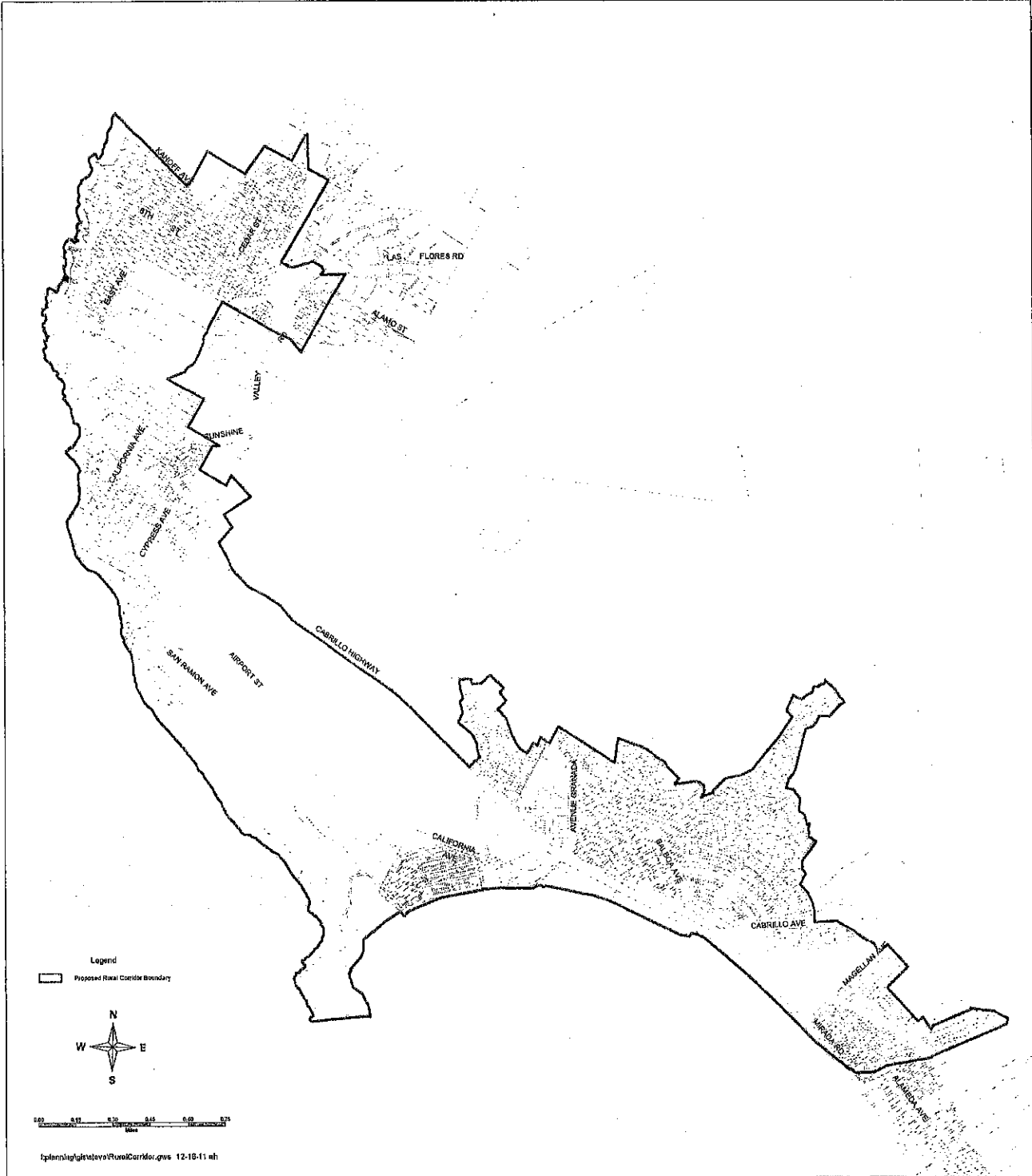


County of San Mateo - Planning and Building Department

ATTACHMENT B

San Mateo County Planning & Building Department

Proposed Midcoast Rural Corridor



RESOLUTION NO. _____

BOARD OF SUPERVISORS, COUNTY OF SAN MATEO, STATE OF CALIFORNIA

* * * * *

**RESOLUTION IN SUPPORT OF THE APPLICATION FOR PRIORITY
DEVELOPMENT AREA STATUS FOR THE MIDCOAST URBAN AREA**

RESOLVED, by the Board of Supervisors of the County of San Mateo, State of California, that

WHEREAS, the Association of Bay Area Governments and the Metropolitan Transportation Commission, in coordination with the Bay Area Air Quality Management District and Bay Conservation and Development Commission (collectively, the “regional agencies”), are undertaking a regional planning initiative called FOCUS; and

WHEREAS, FOCUS program goals support a future regional development pattern that is compact and connected; and

WHEREAS, the regional agencies seek local government partners to create a specific and shared concept of where growth can be accommodated (priority development area), and what areas need protection (priority conservation area) in the region; and

WHEREAS, a priority development area must meet all of the following criteria: (a) within an existing community, (b) near existing or planned fixed transit (or served by comparable bus service) and (c) is planned, or is planning, for more housing; and

WHEREAS, local governments in the nine-county San Francisco Bay Area are eligible to apply for designation of an area within their community as a priority development area; and

WHEREAS, the regional agencies are committed to securing incentives and providing technical assistance to designated priority development areas so that positive change can be achieved in communities working to advance focused growth.

NOW THEREFORE, IT IS HEREBY DETERMINED AND ORDERED that the Board of Supervisors supports the application submitted by the Planning and Building Department to designate the Midcoast Urban Area as a priority development area.

* * * * *