

Sustainable Communities Strategy (SCS)- What is it?

- A new element of the 2012 MTP enacted with the passage of Senate Bill 375 (Steinberg) – Sustainable Communities and Climate Protection Act of 2008
- Demonstrates the integration of land use, housing, and transportation to reduce passenger vehicle (cars & light trucks) greenhouse gas emissions (GHG)
- Must meet GHG emission reduction targets set by the California Air Resources Board for the years 2020 and 2035, or be subject to completing an Alternative Planning Strategy



Intent

- **Reduce Greenhouse Gas Emissions** – The primary objective of the SCS will be to meet passenger vehicle GHG reduction targets established by the state, by reducing vehicle travel.
- **Manage Region's Growth** – Projections show that over the next 25 years, the region's population will increase by ~110,000 people and an estimate 47,000 homes will be needed to accommodate this growth.
- **Provide Opportunities for Affordable Housing** – The SCS must be consistent with the Regional Housing Needs Assessment, assuring that each community provides for a mix of housing affordable to all economic segments of the population.
- **Preserve Farmland and Natural Resources** – When being developed, the SCS must consider the region's natural resources and prime farmlands.

Components

The SCS will consist of three major components:

- **Land Use Allocation** - must identify the general location of different land use types, residential densities, and areas to house the region's forecasted growth
- **Transportation Network** - financially constrained multimodal network which serves the transportation needs of the region
- **Transportation Measures and Policies** – any additional measures or policies which would be needed to meet GHG emissions reduction target

Strategies to Reduce GHG Emissions

Land Use

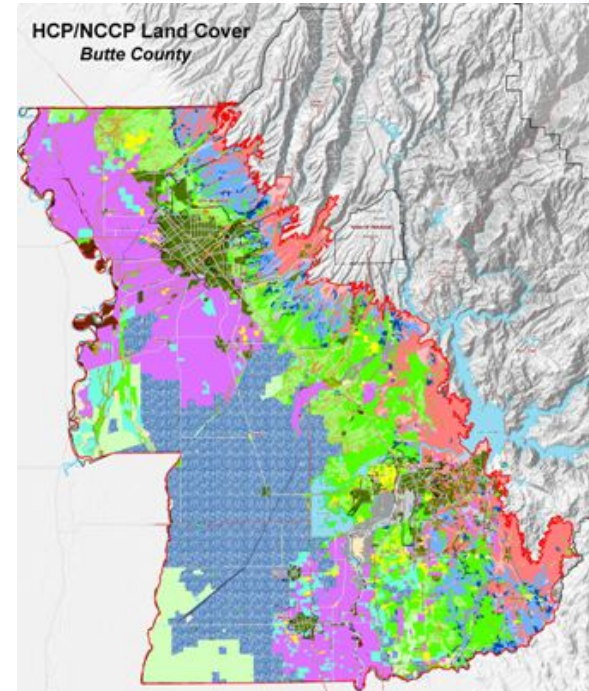
- Increase mixed use development and development in areas with existing infrastructure
- Increase residential/commercial density near transit
- Provide local housing for local workforce to improve the jobs – housing balance

Transportation

- Improve and expand transit facilities
- Improve pedestrian and bicycle facilities and infrastructure
- Improve linkages between modes of travel (auto, transit, bike, and walk)
- Minimize the addition of general purpose road lanes
- Maintain the existing road network

Existing Sustainable Planning Efforts

- **Blueprint Planning Program (2006-2009)**
 - Project led by BCAG to inform the 2008 MTP and local land use planning efforts by preparing ecological baseline report, biological constraints analysis, land cover mapping, growth forecasts, and regional guiding principles. Allowed for a coordinated update of local general plans and assisted in focusing growth towards existing urban areas.
- **Butte Regional Conservation Plan (2007–present)** A joint Habitat Conservation Plan/Natural Communities Conservation Plan (HCP/NCCP) led by BCAG. Seeks to preserve resource areas and sensitive species habitat.



New Planning Tools

In order to prepare and quantify the SCS, BCAG has worked to develop new tools and enhance the existing travel model.

Land Use Allocation Model

- allocates housing and jobs based on available land in local general plans
- considers attractions & discouragements for development



Travel Demand Model (*TransCAD*)

- Forecasts travel on regional road network
- Enhanced with the ability to better analyze smart growth land use design
- Increased sensitivity for age, household size, cost of travel, and the number of workers in each household



Local Government Coordination

Local governments are directly involved in the development of the 2012 SCS.

Planning Directors Working Group

- Consists of planning staff from local jurisdictions and the Butte LAFCO
- Partners in SCS coordination grant received from the CA Strategic Growth Council
- Provide direction and input regarding the land use allocation component of the SCS

Transportation Advisory Committee

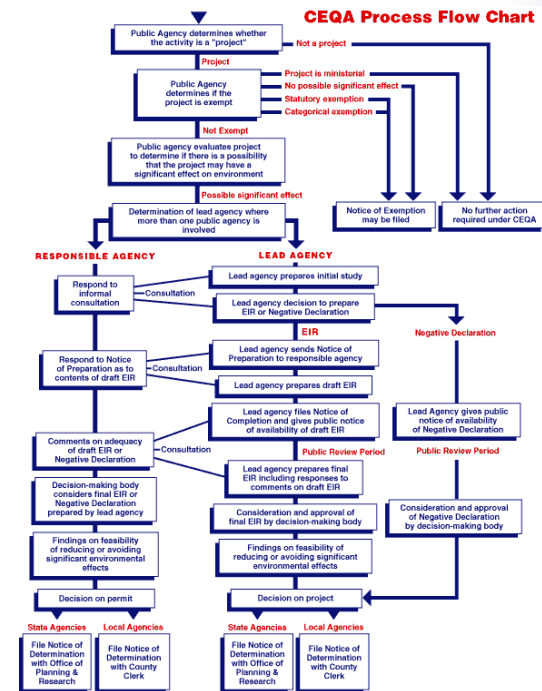
- Established BCAG committee which provides input into the overall MTP
- Provides input into the transportation network component of the SCS

CEQA Benefits

Development projects that are shown to be consistent with the SCS may be eligible for certain types of CEQA streamlining.

Two types of projects which may be eligible:

- 1) Residential & Mixed Use Projects – has at least 75% of the building square footage in residential
- 2) Transit Priority Project – residential projects located near major transit stops which meet density and use requirements described in SB 375. *Staff is exploring, as part of the SCS development, if any locations are available that meet the definition.*



Public Involvement

In addition to BCAG's normal 2012 MTP public outreach efforts, further opportunities are provided for public input into the SCS.

- Public Workshops – three rounds of workshops taking place throughout the region (August 2011, **June 2012**, and September 2012)
- Public Hearings – conducted at regularly scheduled meetings of the BCAG Board of Directors
- Public Comment and Review Periods – noticed in the local newspapers and BCAG website
- Website and Email Notification List – ask to be placed on the MTP/SCS notification list and receive information regarding activities related to the SCS.

<http://www.bcag.org>

Process Timeline

SCS GHG Emissions Target Setting (Completed 2010)



First Round Public Workshops (August 2011)



SCS Scenario Development and Analysis (September 2011 – May 2012)



Second Round Public Workshops (June 2012)



Prepare Draft SCS (June 2011 – August 2012)



Third Round Public Workshops (September 2012)



Final RTP and SCS (December 2012)



Air Resource Board Review (January – March 2012)

MTP/SCS Land Use Scenario Development

BCAG Prepared three distinctive land use scenarios.

- ✓ Illustrate the travel effects of different development patterns on the transportation system and the associated greenhouse gas emissions resulting from these patterns.
- ✓ Allows BCAG to test the performance of the enhanced regional travel demand to model to assure it is responding appropriately to changes in land use.
- ✓ All three scenarios prepared using the same regional employment, population and housing growth projections and regional transportation network.

MTP/SCS Land Use Scenario Cont.

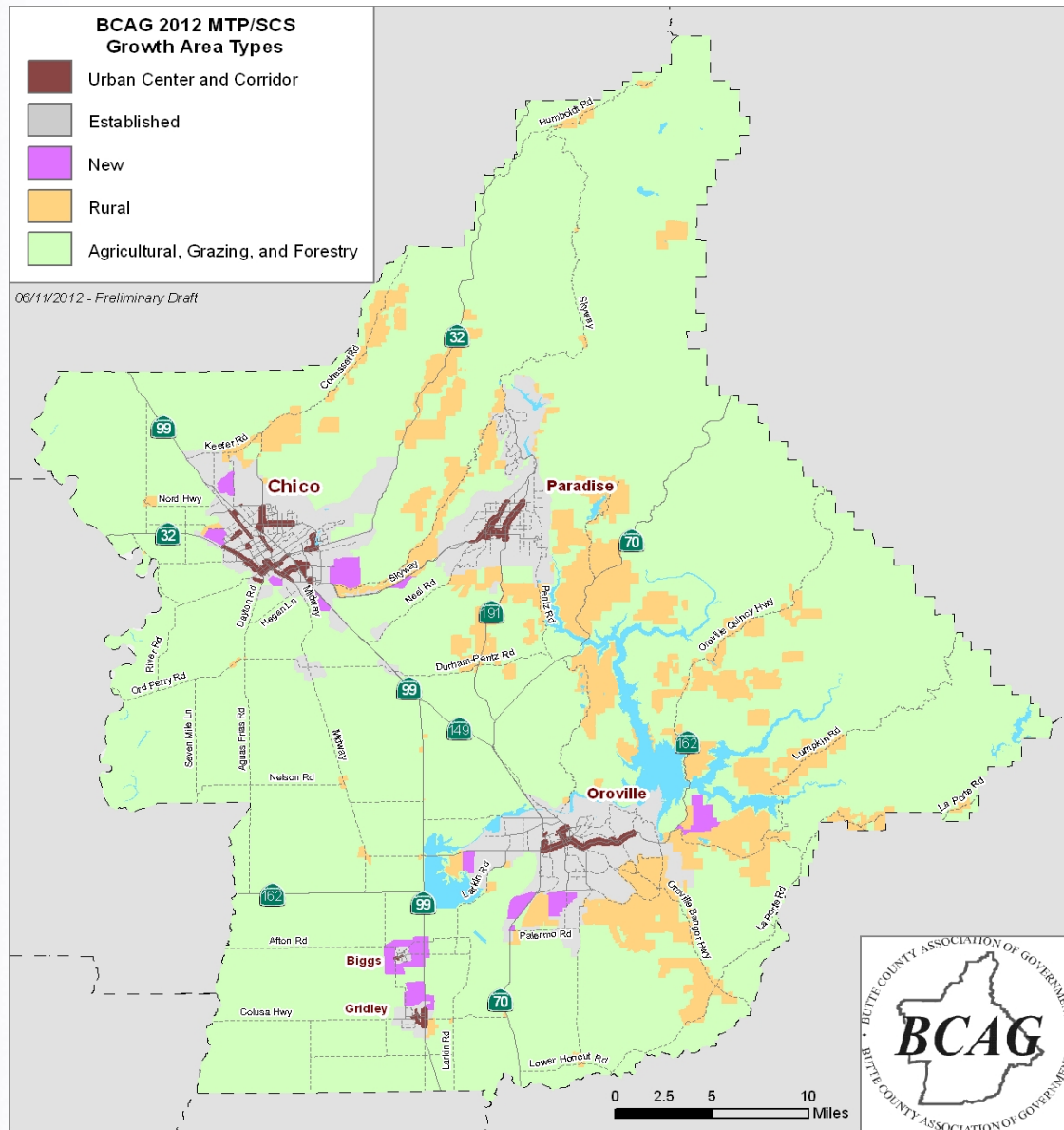
Scenario	Land Use
Scenario 1 – Balanced	<ul style="list-style-type: none">• Balanced share of new housing within the center, established and new growth areas• Contains reasonable levels of infill and redevelopment• Consistent with local land use plans and draft conservation plan• Consistent with BCAG long-term regional growth forecasts by jurisdiction
Scenario 2 – Dispersed	<ul style="list-style-type: none">• Largest share of single-family housing with a greater amount of growth directed to the new, rural, and agricultural growth areas• Minimize the amount of infill and redevelopment• Exceeds the unincorporated areas local land use plans reasonable capacities for growth
Scenario 3 – Compact	<ul style="list-style-type: none">• Greatest share of infill and redevelopment within the established and center growth areas• Highest share of multi-family housing• Exceeds the incorporated areas local land use plans reasonable capacities for growth

MTP/SCS Land Use Growth Areas

Five Growth Area Types

1. **Urban Center and Corridor Areas** : higher density, access to frequent transit, compact infill and redevelopment
2. **Established Areas** : existing urban area, range urban densities, access to transit, currently planned developments and infill
3. **New Areas** : connect to existing urban area, future expansion, urban densities, vacant lands, specific plan areas
4. **Rural Areas** : outside existing and planned urban footprint, rural densities, residential, limited transit if any, no bike or pedestrian facilities.
5. **Agricultural, Grazing, and Forestry Areas** : remaining areas of county, support agricultural and other land resources, no urban type development, residential uses are secondary.

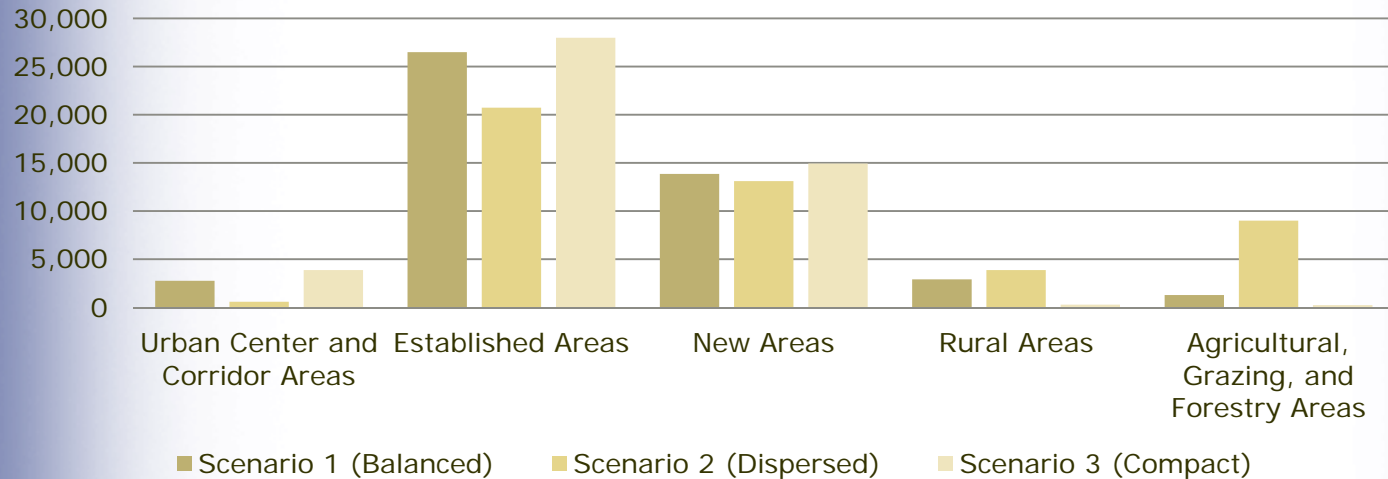
MTP/SCS Land Use Growth Areas



MTP/SCS Land Use Scenario Development Cont.

Variations in Scenarios

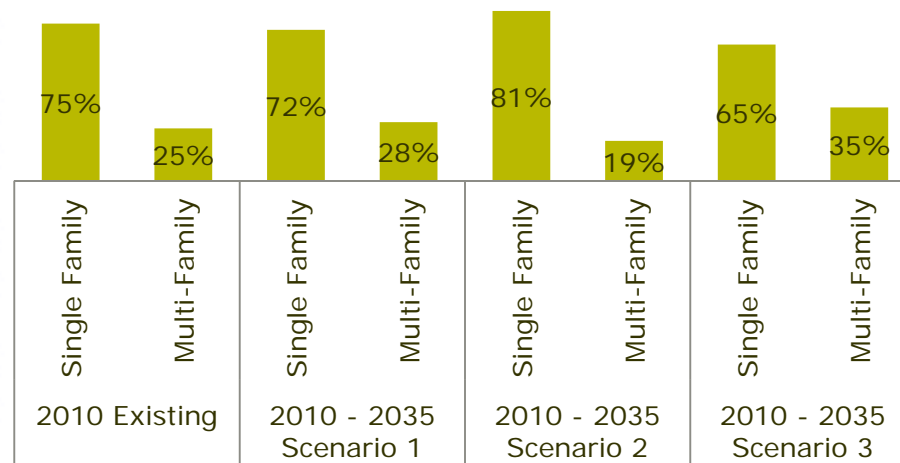
Summary of Housing Forecasted by Growth Area (2010-2035)



MTP/SCS Land Use Scenario Development Cont.

Variations in Scenarios

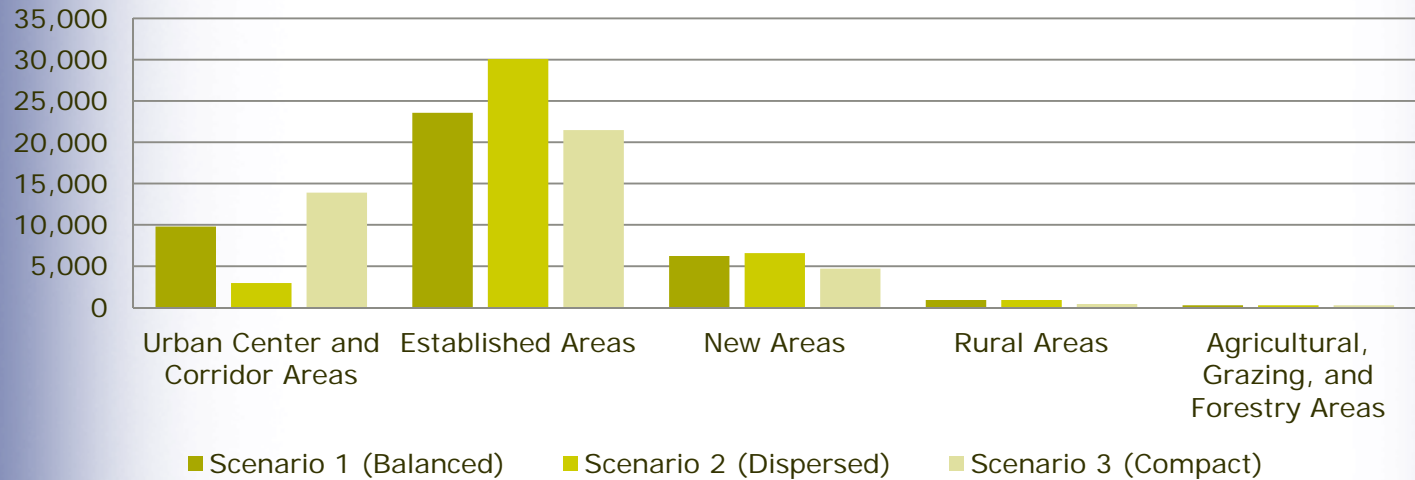
Summary of Housing Unit Mix



MTP/SCS Land Use Scenario Development Cont.

Variations in Scenarios

Summary of Employment Forecasted by Growth Area (2010-2035)



Land Use Scenario Analysis

Vehicle Mile of Travel (VMT) and Congested Vehicle Mile of Travel (CVMT)

Summary of Preliminary VMT and Congested VMT per Capita for the Year 2035

Year 2035 Forecast	Scenario 1 (Balanced)	Scenario 2 (Dispersed)	Scenario 3 (Compact)
Vehicle Miles of Travel	5,780,000	6,327,000	5,511,000
Congested VMT			
Population	332,459		
VMT per Capita	17.39	19.03	16.58
Congested VMT per Capita	0	0	0

VMT per Capita

- Scenario #2 is 9.5% greater than Scenario #1
- Scenario #3 is 4.7% less than Scenario #1

Illustrating the affect that changes is land use (compact vs. dispersed) have on travel.

Land Use Scenario Analysis Cont.

Passenger Vehicle Greenhouse Gas (GHG) Emissions

Summary of Preliminary CO₂ per Capita for the Year 2035

Year 2035 Forecast	Scenario 1 (Balanced)	Scenario 2 (Dispersed)	Scenario 3 (Compact)
CO ₂ lbs. per day	5,460,000	5,980,000	5,220,000
Population	332,459		
CO ₂ lbs. per Capita	16.42*	17.99	15.70*

CO₂ per Capita

- Scenario #2 is 9.5% greater than Scenario #1
- Scenario #3 is 4.4% less than Scenario #1

Demonstrating scenario #1 & #2 meet ARB GHG target.

Illustrates connection between VMT and GHG emissions.