

2020 RTP/SCS Discussion Draft Land Use Scenario

Purpose

BCAG is required to prepare a land use scenario as a component of the 2020 RTP/SCS which meets federal transportation conformity and state greenhouse gas reduction requirements when combined with the regional transportation network, planning policies, and measures included in the RTP, while maintaining consistency with local land use plans. Once finalized, the land use scenario will be implemented into the travel demand model along with the forecasted transportation network and any additional measures. The model will then be used to demonstrate air quality conformity, achievement of greenhouse gas reduction targets, and determine impacts associated with the environmental review process.

Past RTP/SCS Land Use Scenario Development

In preparing the land use forecasts for the 2012 RTP/SCS, BCAG developed three distinct land use scenarios for the purpose of illustrating the travel effects of different development patterns on the regional transportation system and the associated greenhouse gas emissions resulting from these patterns. The three scenarios ranged from very compact development to extremely dispersed, with a balanced scenario in the middle which represented the preferred land use for the RTP/SCS. In 2016, BCAG updated the preferred “balanced” scenario with the latest project information from the local agencies and re-controlled forecasts to the latest information from the CA Department of Finance (DOF).

2020 Discussion Draft Development

The approach to developing the land use scenario for the 2020 RTP/SCS is like the 2016 update, in that the latest project information from local agencies will be incorporated and the DOF information will be used to re-control the forecasts. However, in order to better inform the development of the land use scenario for the 2020 RTP, BCAG prepared an [SCS Progress Report](#) for the 2016 RTP. The progress report looked at several indicators for objectives included in the 2016 RTP/SCS and the progress made to date. Listed below are the land use related recommendations included in the progress report and the actions taken as a part of the discussion draft land use scenario. In addition, Table 1 contains a listing of the land use assumptions and Figure 1-A includes an illustration of the applicable Growth Area types with descriptions (Figure 1-B).

- *Regional Growth*
 - Recommendation: adjust population and housing forecasts to align with updated estimates from the California Department of Finance.
 - Action: prepared provisional regional growth forecasts for population, housing, and jobs for the 2018-2040 time period, which align with DOF estimates. The new forecasts represent a decrease of ~17% in population and housing, and a ~15% decrease in jobs for the 2040 planning year. As a result, the jobs to housing ratio has increased from 0.78 to 0.80 and the person per household rate remains unchanged.
- *Land Use*
 - Recommendation: review potential for adjusting the ratio of multi-family to single-family unit growth and jobs-housing ratio, and; remain on track with housing and employment distribution by growth area.
 - Action: increased ratio of single-family to multi-family units from 74%/26% to 73%/27% for the 2040 planning period. New housing and employment remain consistent with the 2016 RTP/SCS distributions by Growth Area

- **Resource Areas and Farmland**
 - **Recommendation:** review Important Farmland conversion rate and associated factors (i.e. increased density, ratio of multi-family to single-family development, etc.) and determine if adjustment is needed, and; continue to monitor future development within Butte Regional Conservation Plan (BRCP) Urban Permit Areas (UPAs).
 - **Action:** average residential increased by ~6% as a result of the change in ratio of multi-family to single-family development. This change should also result in a percentage increase of development occurring within the BRCP UPAs.

Camp Fire Burn Area Considerations

Based on BCAG’s existing land use inventory and CalFire destroyed structure data, an estimated 15,000 housing units and 1,150K square feet of non-residential structures were destroyed within the Camp Fire burn area. The re-building of these structures will not be counted as “new” units, rather as re-builds for accounting purposes. It is assumed that ~85% of these structures will be re-built by 2040 planning period, consistent with BCAG’s provisional regional growth forecasts.

Table 1. – Land Use Assumptions for Discussion Draft Scenario

Assumption	2016 RTP/SCS Adopted (Year 2040)	2020 RTP/SCS Discussion Draft (Year 2040)
Demographic		
Population	319,342	265,964 ¹
Households	129,006	107,169
Persons Per Household	2.48	2.48
Jobs (Non-Farm)	108,198	92,188 ¹
Jobs to Housing Ratio	0.78	0.80 ¹
Land Use		
Housing Units	138,716	115,235 ¹
Single-Family	74%	73%
Multi-Family	26%	27%
New Housing Units by Growth Area²		
Urban Center/Corridor Areas	6%	6%
Established Areas	56%	56%
New Areas	30%	30%
Rural Areas	6%	6%
Agricultural, Grazing, & Forestry Areas	2%	2%
New Employment by Growth Area²		
Urban Center/Corridor Areas	26%	26%
Established Areas	60%	60%
New Areas	10%	10%
Rural Areas	3%	3%
Agricultural, Grazing, & Forestry Areas	1%	1%
Average residential density (dwelling units per developed acre)	1.51	1.42
New Housing within BRCP Proposed UPAs	85%	TBD

¹ Based on BCAG’s Provisional Regional Growth Forecasts 2018-2040

<http://www.bcaq.org/Planning/Socio-Economic-Data/Growth-Projections/index.html>

² Excludes the re-building of housing and non-residential units due to the Camp Fire

Figure 1-A

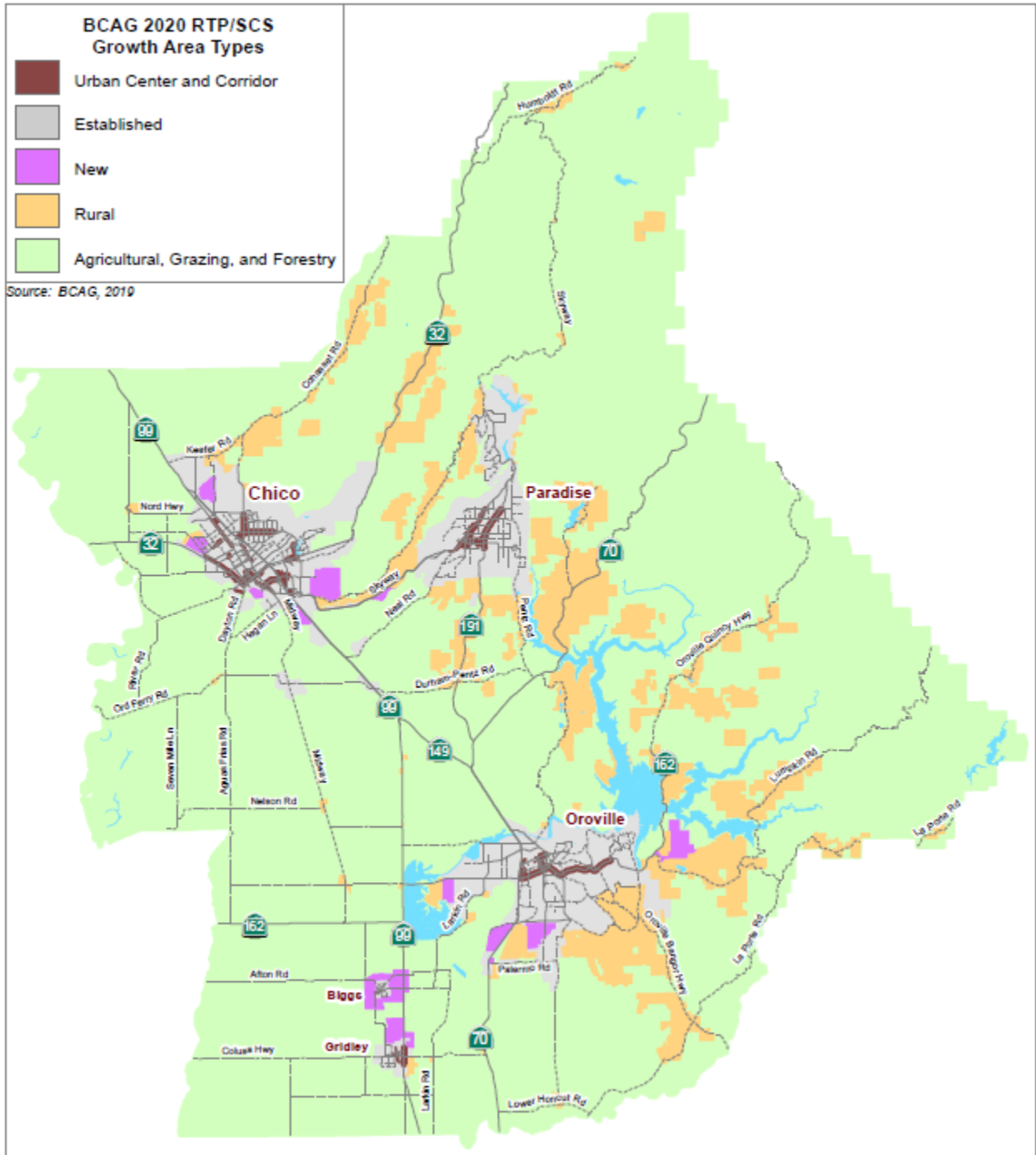


Figure 1-B

Growth Area Descriptions

Urban Center and Corridor Areas consist of higher density and mixed land uses with access to frequent transit service. These areas typically have existing or planned infrastructure for non-motorized transportation modes which are more supportive of walking and bicycling. Future growth within these areas consists of compact infill developments on underutilized lands, or redevelopment of existing developed lands. Local plans identify these areas as opportunity sites, downtowns, central business districts, or mixed-use corridors.

Established Areas generally consist of the remaining existing urban development footprint surrounding the Urban Center and Corridor Areas. Locations disconnected from Urban and Corridor Centers may be residential-only, employment-only, or a mix of these uses with urban densities. These areas consist of a range of urban development densities with most locations having access to transit through the urban fixed route system or commuter service. Future growth within these areas typically utilize locations of currently planned developments or vacant infill parcels. Local plans generally seek to maintain the existing character of these areas.

New Areas are typically connected to the outer edge of an Established Area. These areas currently consist of vacant land adjacent to existing development and represent areas of future urban expansion. Future growth within these areas will most often consist of urban densities of residential and employment uses with a few select areas being residential only. Local plans identify these areas as special planning or specific plan areas, master plans, and planned development or planned growth areas. Currently, fixed route transit service is nonexistent in these areas. However, fixed route transit service would likely be provided to areas which are directly adjacent to current urban routing as part of build-out. Quality pedestrian and bicycle infrastructure are typically required to be incorporated under the local jurisdictions' plans.

Rural Areas consist of areas outside existing and planned urban areas with development at low residential densities. These areas are predominantly residential and may contain a small commercial component. The densities at which these areas are developed do not reasonably allow for pedestrian or bicycle infrastructure and transit service is limited or nonexistent. Automobile travel is typically the transportation option.

Agricultural, Grazing, and Forestry Areas represent the remaining areas of the region not being planned for development at urban densities. These areas support agricultural, grazing, forestry, mining, recreational, and resource conservation type uses. Locations within these areas may be protected from future urban development under federal, state, and local plans or programs such as the Chico area "greenline", Williamson Act contracts, or conservation easements. Employment and residential uses are typically allowed within portions of this area but are most often secondary to agricultural, forestry, or other rural uses.