

Growth Area Types



Urban Center and Corridor Areas

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.



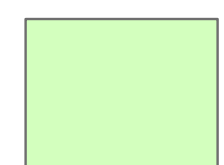
New Areas

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.

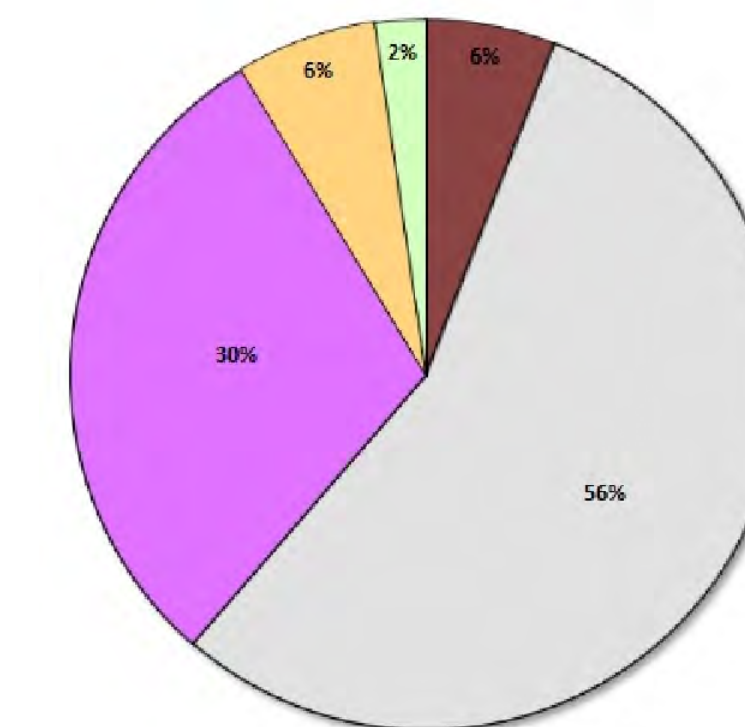


Agricultural, Grazing, and Forestry Areas

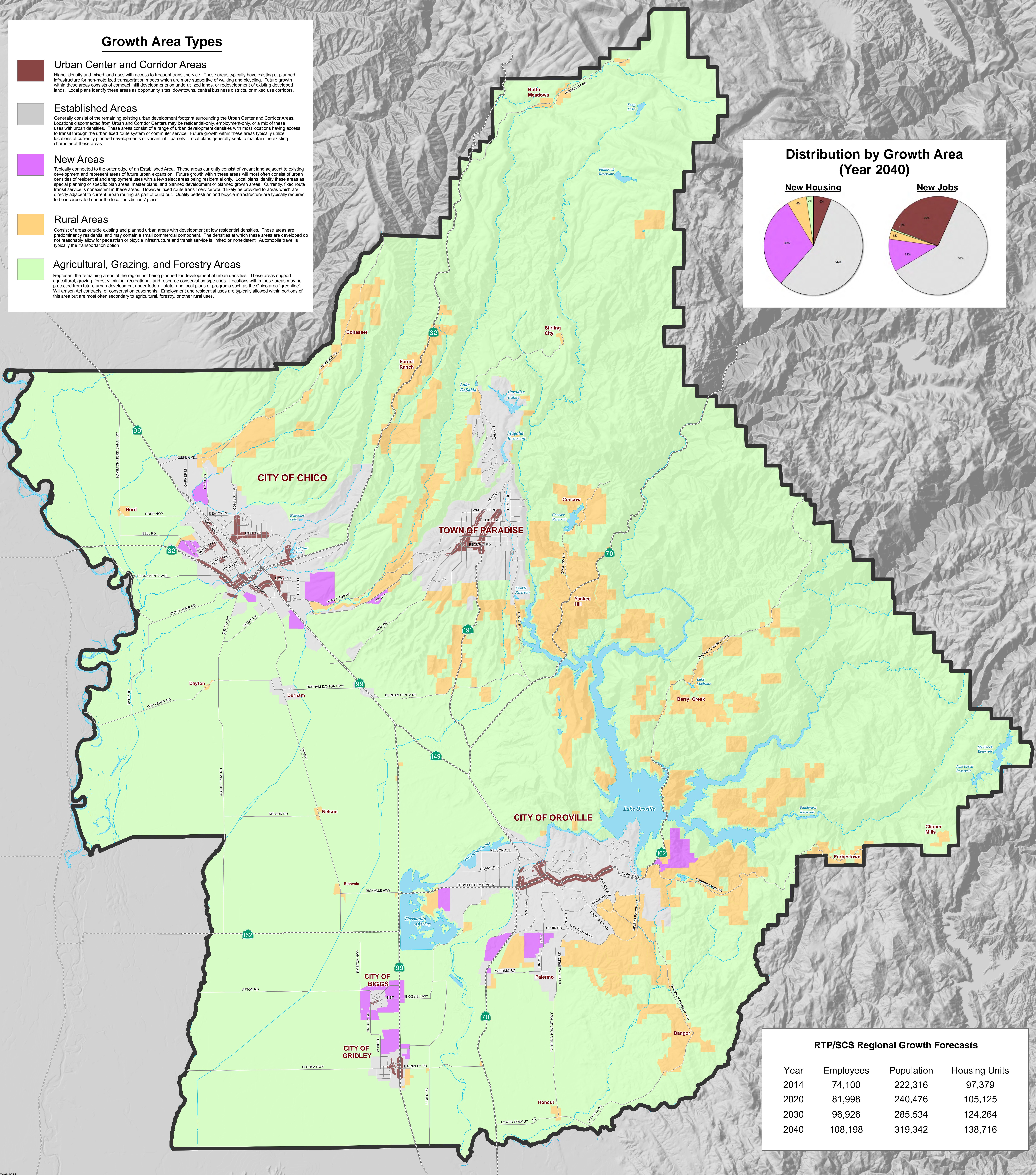
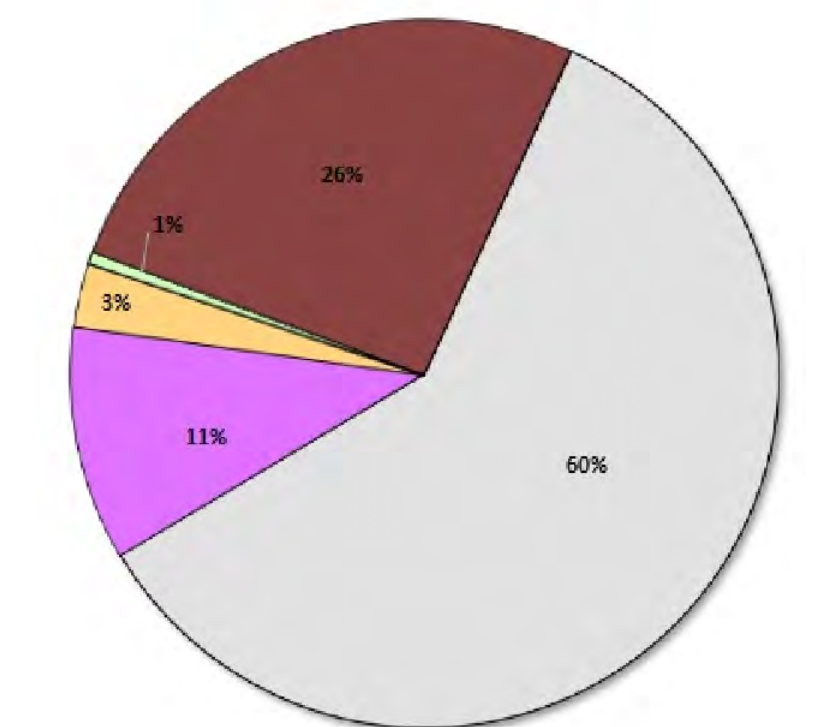
Represent the remaining areas of the region not being planned for development at urban densities. These areas support agricultural, grazing, forestry, mining, recreational, and resource conservation type uses. Locations within these areas may be protected from future urban development under federal, 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.

Distribution by Growth Area (Year 2040)

New Housing

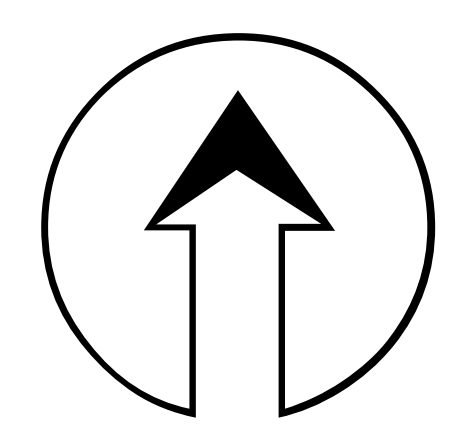


New Jobs



RTP/SCS Regional Growth Forecasts

Year	Employees	Population	Housing Units
2014	74,100	222,316	97,379
2020	81,998	240,476	105,125
2030	96,926	285,534	124,264
2040	108,198	319,342	138,716



0 1.25 2.5 5 Miles

2016 RTP/SCS Land Use Forecast

