

## **BCAG 2012 MTP/SCS Land Use Growth Areas – Draft (06/13/12)**

BCAG has developed a framework for describing the MTP/SCS that is made up of Growth Area Types. The Growth Area Types are a variation to a similar framework developed by the Sacramento Area Council of Governments (SACOG), BCAGs closest neighboring Metropolitan Planning Organization (MPO). Local land use plans (e.g., adopted and proposed general plans, specific plans, master plans, corridor plans, etc.) have been divided into one of five Growth Area Types based on the location of the plans. Figure 1 provides an illustration of the Growth Area Types.

### **Growth Area Types**

*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 utilizes 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 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 may well be provided to areas which are directly adjacent to current urban routing and are able to achieve build-out. 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 rural 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 only 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,

