

Appendix D: 2023 MTP Land Use Forecast Documentation

Introduction

For each quadrennial MTP/SCS update, SACOG prepares a forecast of regional growth in population, employment, and households, and a forecast of the land use pattern that will accommodate that growth. Under Senate Bill 375 (SB 375), these are required components of the Sustainable Communities Strategy (SCS). The regional growth and land use forecast of the MTP/SCS are:

- prepared using state-of-the-art data, analysis, and modeling tools;
- designed to help the region achieve its goals within the confines of how real estate markets actually function and local governments exercise their land use authority; and
- executed in a manner that helps achieve local and regional goals while maintaining the flow of transportation funds to the region and meeting other federal and state requirements.

The overarching challenge in preparing the regional growth forecast and the land use component of each MTP/SCS update is to forecast the amount and nature of growth for the next two-plus decades so that a transportation system can be planned and built to serve that growth, while maximizing the positive benefits for the region and its residents and minimizing the negative impacts. SACOG strives to do this with two seemingly contradictory goals in mind: using increasingly sophisticated tools to improve the accuracy of its long-range projections, while writing a plan that recognizes the fact that open market and policy/regulatory forces inevitably will shape the future in ways that are not possible to completely predict or control.

To meet this challenge, SACOG strives to follow the management and planning path employed by the best private businesses and public agencies, including: examining a wide range of alternative futures; trying to understand the many variables that could influence the future; picking a future to head towards and developing clear strategies for getting there; and constantly monitoring progress and quickly adapting to the inevitable changing circumstances encountered along the way.

For SACOG, the Blueprint scenario planning and visioning effort were the first steps along this path, by examining a wide range of alternative growth and transportation patterns for the region, understanding the variables affecting those choices, and choosing a future and strategies to get there. The MTP/SCS, is another step along that path, and the four-year regular plan update cycles provide the means to constantly monitor progress, learn more about the region's growth dynamics, and make frequent mid-course adjustments.

While many factors are considered, there is not a single mathematical formula or computer program used to create the land use forecast. The analytical process is iterative. Multiple variables are evaluated, and as the picture gets clearer and more focused, many of these factors are rechecked, adjusted, rechecked, and adjusted again until a forecast is created that can credibly be described as an ambitious but achievable forecast of how the region's land use pattern will evolve through 2040. Soon after the plan is adopted, the next plan update cycle begins, following the same process. Actual development activity is tracked and documented, data sources are refreshed, and new and better analytical tools are constructed, as the region collectively works to continually improve at understanding all of the complex dynamics that influence growth patterns and how to maximize the positive, and minimize the negative, consequences of growth.

Including growth within the MTP/SCS is not a guarantee that it will happen. Likewise, growth in areas outside the MTP/SCS may occur during the planning period. Growth outside the MTP/SCS may or may not be consistent with the smart growth, long-term, Blueprint vision for the region. In any event, however, SACOG has no authority to require or prohibit growth of any kind. While local agencies may take advantage of certain CEQA benefits and other incentives, CEQA does not mandate that local agencies use the MTP/SCS to regulate GHG emissions or for any other purpose. Senate Bill 375 also specifically states that a sustainable communities strategy does not regulate land use, that city and county land use policies and plans are not required to be consistent with the MTP/SCS, and that nothing in a sustainable communities strategy “shall be interpreted as superseding the exercise of the local land use authority of cities and counties within the region.” (Gov. Code, § 65080(b)(2)(J)). The MTP/SCS does not regulate local land use authority or preclude a local jurisdiction from planning and approving growth that is different in terms of total units or geographic extent.

Regulatory Setting

The growth forecast, and the process for developing it, are affected by federal and state requirements related to regional transportation plans and the Clean Air Act. (See Cal. Gov. Code, § 65080; 23 U.S.C. § 134; 42 U.S.C. § 7506; 23 C.F.R. pt. 450; 40 C.F.R. pt. 93). In general, these laws and regulations require SACOG to develop a forecasted land use pattern, based upon the best available information, in order to, among other things, design specific transportation improvements to serve that land use, and to perform travel modeling to determine the performance of the transportation system and determine whether the plan, including its land use and transportation components, meets federal air quality conformity requirements. This process is also affected by SB 375, and specifically its requirements to include an SCS, to calculate the greenhouse gas emissions resulting from passenger vehicles and enable the CEQA streamlining benefits for projects that are consistent with the SCS.

Additionally, the Sacramento-San Joaquin Delta Reform Act of 2009 (Delta Reform Act), Senate Bill X7 1 (Stats 2009, 7th Ex. Sess., Ch. 5), provides an exemption from the Delta Reform Act’s provisions for projects within the secondary zone of the Delta that are consistent with the SCS. More information on the Delta Reform Act and how it relates to the MTP/SCS is at the end of this chapter in the “Application of the SCS” section.

Following the federal and state regulations above, SACOG prepared an estimated 2040 growth pattern for the region, which is the land use forecast. This land use forecast is the result of two processes: a public engagement process including board direction and a series of public workshops, and a more technical process that included a consideration of market analysis and policy/regulatory factors. As discussed below, the amount of input and the number of variables in each of these processes are many.

Methodology for Creating the Land Use Forecast

Regional Growth Forecast

The MTP/SCS identifies areas within the region sufficient to house all of the forecasted population of the region, including all economic segments of the population over the course of the MTP/SCS planning period. The population forecast for the MTP/SCS is based on an economic forecast for the region that follows three major steps: (1) employment projections based on projections of U.S. and California job

growth and the competitive position of the Sacramento region to capture a share of the state and national job growth; (2) population projections based on projected job growth, accounting for foreign immigration and domestic migration into the region; and (3) household projections based on projected population growth. The regional growth forecast sets year 2040 housing and employment growth totals that the land use forecast needs to achieve. It is helpful in that it provides a regional guardrail for the subsequent work to create a land use forecast, which occurs at more specific geographies and considers a variety of other planning objectives.

Table C-1
Comparison of 2016 MTP and Proposed MTP/SCS Regional Growth Forecasts

	2016 MTP/SCS (Forecast Period 2012-2036)				2023 MTP (Forecast Period 2016-2044)			
Year	Jobs	Population	Households	Housing Units	Jobs	Population	Households	Housing Units
2012	887,911	2,268,138	847,553	903,451	N/A	N/A	N/A	N/A
2016	N/A	N/A	N/A	N/A	1,060,751	2,376,311	881,799	921,123
2035	1,327,265	3,078,772	1,140,202	1,188,347	1,279,016	2,903,090	1,100,474	1,144,694
2044	N/A	N/A	N/A	N/A	1,330,813	2,996,832	1,136,599	1,181,251

Source: SACOG and CCSCE, 2017; SACOG 2019.

Existing Capacity Analysis

The foundation of the entire process is adopted local government general plans, community plans, specific plans and other local policies and regulations. SACOG is required to consider adopted local land use plans in the formulation of the land use forecast. Most of the other variables that are considered serve to help refine the sum of the local plans in order to create a future development pattern. To consider these plans most effectively, SACOG creates a set of “build out,” or existing capacity, assumptions for the region. This involves creating an inventory of unbuilt capacity for housing and employment uses, based on existing, adopted plans. In addition to adopted plans, draft plans under development, in or about to begin the entitlement process, are also inventoried for their proposed housing and employment capacity.

Many variables are considered that help to estimate the timing of growth within planned capacities. These variables also sometimes serve to modify the estimated upper-end growth amounts expected from the plans. Major variables considered include:

- Availability of existing infrastructure, and economic feasibility of providing additional needed infrastructure (e.g., transportation, water, sanitary and storm sewer).
- Floodplain issues, including the timing and likelihood of successfully providing needed flood protection infrastructure.
- Natural resources issues, especially whether federal permits under the Clean Water Act and/or the Endangered Species Act are required and, if so, the expected timing of securing these permits.
- Feasibility and timing of securing any needed permits to address brownfield (i.e., toxic substances) issues.
- Likely timing of securing any needed additional local approvals (e.g., land use entitlement, annexation approval, sphere of influence approval)

Some of these variables serve to reduce the estimated capacities in the local plans, but analysis of these variables primarily affects the estimated timing of the construction of the plans.

From Buildout Capacity to a Land Use Forecast

As noted above, SACOG builds the land use component of the MTP/SCS on the foundation of the 28 city and county general plans of SACOG member jurisdictions, and their other local plans, regulations and policies. However, SACOG's MTP/SCS growth forecast can never be just the sum of its 28 member local governments' adopted general plans at any given point in time. The MTP/SCS and local general plans are two related, but different, kinds of planning documents. General plans are by nature aspirational, have widely ranging timeframes and are not comprehensively updated frequently. The MTP/SCS must be a fiscally and time-constrained plan, with a forecasted growth pattern that is consistent with—i.e., not exceeding—the region's 2040 forecasted population, employment, and housing growth. For example, if a city has a general plan with a 20-year planning horizon, the MTP/SCS growth forecast may indicate growth on only a portion of the land designated in the city's general plan for future growth. The reverse may also be true. The MTP/SCS growth forecast may show growth in areas that are not yet formally included in a county's or city's general plan if SACOG estimates that there is market demand for growth in that location and that the entitlement process can realistically be expected to be successfully completed and construction begun during the planning period.

As noted above, the inventory of land use plans forms the basis for allocating housing and employment growth spatially within a jurisdiction. The decision on how much and what kind of housing and employment to forecast is based on an analysis of other policy, regulatory, and market factors. These data are particularly important in assessing development readiness of specific plans and master plans, which, unless they are under construction, inevitably require some amount of local, state or regional entitlement plus infrastructure improvement required in order to begin construction. The following is a sample list of factors considered in the estimation of growth within subareas of a jurisdiction: status of local, state and federal entitlement applications, as applicable; past housing permit activity in the vicinity of the project; major infrastructure requirements; developer readiness to pursue entitlement and construction; proximity to job centers and services; and housing product mix. These and additional factors are described in detail in the table below.

Not all of these factors are easily quantifiable; SACOG considers factors about each area in relative terms. In other words, for any given development factor (e.g., major infrastructure requirements), all projects are evaluated relative to each other. Additionally, while the build out capacity assumes maximum build out of every parcel, the land use forecast does not. The land use forecast does consider environmental constraints such as wetlands, vernal pools, and oak woodlands, as well as market constraints such as parcel size, and the fact that not every parcel builds to the maximum allowed density or intensity. The effect of this evaluation is a filtering of projects that are more likely and less likely to build during the course of the plan update, followed by how much growth can be expected.

Vetting the Land Use Forecast

All the land use data and assumptions are vetted through planning staff at each SACOG member jurisdiction. To support local staff's review, SACOG provides jurisdiction-level tabular summaries showing housing and employment estimates for 2016, 2035, 2040, and build out capacity at the Community Type level, as well as a corresponding Community Type map. If other summaries, maps, or individual data files are requested, SACOG also provides these. After receiving comments and feedback from the jurisdictions, SACOG uses the new information provided as well as all the data and considerations outlined earlier in this document, to determine if proposed refinements should be made to a scenario. A change in one jurisdiction can affect growth assumptions elsewhere in the region, so when refinements are proposed, all jurisdictions are re-analyzed to determine whether or not the refinements should be made and where other refinements may be required in order to maintain the regional housing and employee growth totals. The revised information is again circulated to local jurisdiction planning staff for review.

Throughout the 2020 MTP/SCS process, SACOG conducted review periods directed to local planning staff at various stages of the plan update. Each review period was a minimum of six weeks. The various review periods are summarized as follows:

- The first vetting of information occurred in early 2018, with local staff review of the 2016 existing conditions and build out estimates.
- The next period of review occurred in April and May of 2018 with local staff review of the 2035 and 2040 Discussion Draft Scenario.
- SACOG staff then developed a preliminary draft preferred scenario for vetting again through local planning and public works staff, February to March 2019.

Discussion Draft Land Use Scenario

Learning from the 2016 MTP/SCS Scenarios

Since the Blueprint, SACOG has adopted scenario planning as a data-driven way to examine a wide range of alternative growth and transportation patterns for the region. Scenario planning was used in the Blueprint project and in every subsequent MTP/SCS update. The 2016 MTP/SCS land use forecast was created after analyzing three different land use and transportation scenarios. Each scenario planned for the same regional total of people, jobs, and homes, were fiscally constrained to the same transportation budget, and all represented a reasonable range of possible futures. They varied principally by how much housing and transportation choice they created. These three scenarios were used to test the effect of different regional land use and transportation investment packages on land use, travel, and air quality policy objectives. The scenarios were designed to be reasonable and based on the most recent regulatory, demographic, and market trends. The scenarios ranged from Scenario 1 (highest amount of outward development and corresponding roadways expansion) to Scenario 3 (highest amount of infill development and corresponding maintenance of the existing transportation system, new transit, and multi-modal infrastructure), with a Scenario 2 in the middle. The transportation investments of these scenarios were designed this way because we know from the Blueprint and subsequent national studies of land use pattern and travel behavior that low density development is most efficiently served by auto-oriented investments (roadways), and medium to higher density development is most efficiently served by transit, walking, and bicycling infrastructure.

Scenario 1 assumes a future with a modest increase in compact development and modest increase in maintaining and improving the current transportation system, compared to past regional trends. Overall this scenario continues the outward development pattern of the past, and provides the fewest housing and transportation options. Compared to the other two scenarios and the proposed MTP/SCS, this scenario provides the highest proportion of new large-lot single-family and rural residential housing, the least amount of growth through infill and redevelopment, and the least improvement in jobs-housing balance within subareas of the region. Specifically, 61 percent of the new homes are small-lot or attached and just over half (51 percent) of the new homes are located in Developing or Rural Residential Communities, which is significantly higher than the other scenarios. Scenario 1 has the largest growth footprint, consuming almost 76,000 acres of land.

Scenario 2 is less dispersed than Scenario 1. Compared to Scenario 1, this scenario would have a higher share of new compact housing (71 percent), more growth in high frequency transit areas, and fewer developed acres, due to a more compact development pattern. This is in part due to a higher percentage of new homes in Center and Corridor Communities and Established Communities, compared to Scenario 1. Compared to Scenario 3, Scenario 2 has less compact housing, less growth in TPAs, and more acres developed.

Scenario 3 is more compact and has more mixed land uses than Scenario 2. Scenario 3 maximizes transit ridership for the purposes of gaining an understanding of what would be required to generate a high increase in transit ridership. Scenario 3 and Scenario 1 are bookends to Scenario 2 in terms of analyzing land use and transportation options. To achieve the level of transit ridership for Scenario 3, land use assumptions were made that go beyond the federal requirements of what is reasonable to assume. For instance, the scenario relies on a higher amount of attached housing, especially near transit, than the

market and financial incentives currently will support. Additionally, Scenario 3 includes a high funding allocation for transit and relies on an exceptionally high transit farebox recovery rate, both of which are unlikely to given current transit operations. Scenario 3 has the highest percentage of new compact housing (76 percent) and the smallest development footprint in comparison to the proposed MTP/SCS and the scenarios described above. Compared to Scenarios 1 and 2, Scenario 3 would have the highest percentage of new homes in Center and Corridor Communities and the least amount of new growth in Developing Communities and Rural Residential Communities.

Approach to Discussion Draft Land Use Scenario

The Discussion Draft Land Use Scenario represented an effort to use the learnings from past MTP/SCS scenarios to set guardrails for a single land use scenario. This “Discussion Draft Land Use Scenario” was then used for testing and analyzing new policy topics like autonomous vehicles, congestion pricing, next generation transit, and cost-benefit strategies. Given the fact that the California Air Resources Board’s greenhouse gas reduction target changed from -16 percent to -19 percent, any land use forecast that meets the -19 percent target would need to perform at least as well as the 2016 MTP/SCS land use forecast.

As such, the Discussion Draft Land Use Scenario maintains, or improves, the performance outcomes of the current plan, including meeting the new GHG reduction target. To meet these outcomes, the scenario must start from land use inputs that are comparable to or better than what is in the current plan. From a land use perspective, the 2016 MTP/SCS scenario analysis provided some key takeaways about our ability to get the quality of life outcomes we want to see in the future and achieve our GHG reduction target:

- 1) The balance of growth between infill and greenfield matters. Infill development utilizes and invests in existing public infrastructure, shortens travel distances between destinations, encourages more walking, biking, and transit trips, brings new investment into older suburban corridors, and helps to conserve our natural resources and agricultural lands. A scenario with more growth in infill areas than in greenfield areas will revitalize older suburban corridors and downtowns, and is essential to maintaining or improving the plan’s performance.
- 2) The diversity of the housing stock matters. A variety of housing choices, such as apartments, townhouses, and single-family detached homes on varying lot sizes, creates opportunities for the variety of people who live in them: families, singles, seniors, and people with special needs. This issue is of particular concern for people with very low-, low-, and moderate-income, for whom finding affordable housing close to work is challenging. Existing housing stock is overwhelmingly made up of large-lot single-family homes because much of it was built at a time when a high percentage of our population was made up of married couples with children. This is no longer the majority demographic today or in the future: our demographic forecasts tell us we will see significant increases in the number of singles living alone and in the number of households headed by someone 65 years or older. There is a mismatch between the diversity of our households and our housing stock. A scenario with a large percentage of the new homes in other housing types will meet future demand, offer more housing choice in the future than exists today, and is essential to achieving the performance goals of the MTP/SCS.

3) The timing of development and the rate of absorption in Developing Communities matters. A traditional residential greenfield development pattern starts with construction of homes first, then eventually, after enough homes are built, construction of some neighborhood-serving retail, schools, transit, etc. Until the neighborhood reaches a critical mass of homes (which varies by community), a lot of people living in these Developing Communities will likely be driving relatively long distances for many of their daily activities. While most of the Developing Communities proposed in our region are Blueprint supportive in their plans for jobs, services, transit, and other public amenities, those non-residential components—the components that create complete communities—are usually built after most of the homes are constructed. That means the transportation benefits of a Developing Community don't show up until the jobs, services, transit, and other public amenities start showing up. Uncoordinated new growth, characterized by small amounts of development across a large number of spread out Developing Communities could increase vehicle miles traveled and congestion if the homes are not contributing to a better jobs-housing balance for the area. A development pattern with fewer Developing Communities that are more built-out will provide housing choice and maintain or improve regional transportation performance.

Community Types and Housing Types

SACOG has created a framework for describing the MTP/SCS that is made up of Community Types. Local land use plans (e.g., adopted and proposed general plans, specific plans, master plans, corridor plans, etc.) were categorized into one of five Community Types based on the location of the plans. SACOG uses this Community Types framework to describe the MTP/SCS land use pattern discussed in more detail in Chapter 3 of the plan. In addition to the community types, SACOG also created different housing types to describe four generalized housing typologies.

Framework for a Discussion Draft Scenario

The two most important land use inputs to maintain or improve from the 2016 MTP/SCS are the balance of growth between community types and the housing type diversity. Below is a table showing the land use inputs from the three scenarios analyzed in the 2016 plan, the adopted 2016 plan, and the range used to create the Discussion Draft Scenario for the 2020 MTP/SCS. The graphics below the table provide background information on the Community Types used in the MTP/SCS and the various housing types discussed in the MTP/SCS.

The Discussion Draft Scenario targets a land use pattern that falls between the 2016 MTP/SCS land use pattern, and the more compact Scenario 3 land use pattern described above. Because Scenario 3 performed better than the MTP/SCS, but the adopted 2016 MTP/SCS performed better than Scenario 2, keeping the inputs of the Discussion Draft Scenario between the current plan and Scenario 3 is a way to maintain or improve the performance of the current plan.

This target range of land use inputs applies to both a 2035 and 2040 land use forecast. The range provides flexibility, but also stays within the land use parameters we have previously tested. In other words, a Discussion Draft Land Use Scenario that has a land use pattern within this target range results in the best possible outcomes from a land use perspective: achieving Blueprint land use principles within the reality of current and future market and regulatory conditions.

Table C-2
Target Land Use Inputs for Discussion Draft

Land Use Inputs	Scenario 1	Scenario 2	Scenario 3	2016 MTP/SCS	Discussion Draft Scenario 2035 and 2040
Share of new homes in Established and Center and Corridor Communities	49%	56%	63%	58%	58-63%
Share of new homes in Developing Communities	47%	42%	36%	40%	36-40%
Share of new homes in Rural Residential Communities	4%	2%	1%	2%	1-2%
Share of new homes in large-lot single-family homes	39%	28%	24%	29%	24-29%
Share of new homes in small-lot single-family and attached homes	61%	71%	76%	71%	71-76%

2020 Preferred Land Use Scenario

From Discussion Draft to Preferred Scenario

Using the lessons learned from the Discussion Draft Land Use Scenario, SACOG developed a Preferred Scenario Framework that included a set of policy choices and assumptions born out of the policy direction received from the SACOG Board. That direction was to create a land use forecast that is based on the best available information and that prioritizes performance to help achieve the GHG reduction target. Specifically, the final land use forecast would assume a minimum of 59 percent of the new housing growth in infill areas, which are made up of Established Communities and Center and Corridor

Communities. The scenario could go as high as 70 percent of the new housing in infill, if some of the currently building Developing Communities transition to Established Communities.

Staff also received direction to create a land use forecast that continues to expand the housing diversity in the region by assuming up to 73 percent of the new homes are single-family small-lot and attached homes. This is consistent with the Discussion Draft Scenario.

SACOG staff first reviewed and discussed the Preferred Scenario Framework with the SACOG Board in November 2018, then the board adopted the Framework in December 2018. The Framework provided guidance to staff on how to develop a scenario that meets a 19 percent greenhouse gas reduction target from the state and addresses other regional transportation performance objectives, including maintaining the transportation system, managing traffic congestion, improving air quality, and fostering economic prosperity. Staff worked over the following months to develop the Preferred Scenario. The draft land use forecast was released for local and partner agency review in early January 2019. The Board then adopted a Draft Preferred Scenario Land Use Forecast in April 2019.

2020 MTP/SCS Land Use Forecast

The land use forecast was developed within the policy guidelines set forth in the Preferred Scenario Framework adopted by the SACOG Board in December 2018. It predicts the location of 270,000 new jobs and 260,000 new homes in the region based on local jurisdiction planning efforts. The MTP/SCS establishes an ambitious, but achievable land use forecast predicated, in part, on robust housing development in infill and established communities, more housing choice, and jobs-housing balance. The land use assumptions of the plan represent a shift from the outcomes we have seen in the past and will require a variety of implementation strategies that are outlined in Chapter 4 of the MTP/SCS. There are several important assumptions underlying the land use forecast:

- The land use forecast assumes 64 percent of new homes and 84 percent of new jobs will occur in infill areas, which are characterized in the MTP/SCS as Established Communities and Center and Corridor Communities. The forecast assumes 34 percent of new homes and 15 percent of new jobs by 2040 will occur in Developing Communities, which are new growth areas that have either started construction but are not significantly built out, or are not yet under construction. The remaining small amount of growth is assumed in Rural Residential Communities.
- The split of infill and greenfield growth is not that different from where development is happening today and since the Great Recession. However, the land use forecast assumes that we will see a significant increase in overall housing units being built—roughly a doubling of our average yearly permit rate since the recession. Additionally, the land use forecast assumes more than two-dozen new greenfield areas will begin building prior to 2040. As housing production doubles, and new Developing Communities break ground, it will be critical to maintain a balance of infill and greenfield growth over time to avoid the uncoordinated development pattern of the early 2000s that led to worsening congestion and air quality.
- Single-family homes on larger lots make up the majority of the housing we have in the region today and the majority of what has been built in recent years. The land use forecast assumes a reversal of that trend, with the majority of new homes built as either attached homes or single-family homes on smaller lots. This mix of new housing products is critical to providing housing

choice, affordability, walkability, transportation options, and preserving open space and agricultural land.

- The land use forecast also assumes a concerted effort on the part of jurisdictions to plan for a balance of jobs and housing. Understanding that not all residents will choose to live and work in the same community, more housing near job centers, and more jobs near major residential areas, will provide choice and reduce the growth rate of vehicle miles traveled. The forecast assumes that housing-rich jurisdictions will invest in, attract, and encourage job growth and that today's jobs-rich jurisdictions will invest in, attract, and encourage compact residential development.

Land Use Forecast by Community Type

This section provides a summary discussion of the growth included in each of the previously described community types. The forecast largely relies on growth that is generally consistent with the location, density and intensity of use (Gov. Code, § 65080(b)(2)(B)) in existing general plans or other local adopted plans, but does not utilize all available capacity in those plans by 2040. Table C-3 shows the housing by sector projected in the MTP/SCS. The Community Type map depicts the general areas projected for growth.

Table C-3

Summary of Expected Housing and Employment Growth by Community Type (Dwelling Units and Employees)												
Community Type	2016				2016-2040				2040			
	Dwelling Units ¹	Percent of Total	Employees ¹	Percent of Total	Dwelling Units ¹	Percent of Total	Employees ¹	Percent of Total	Dwelling Units ¹	Percent of Total	Employees ¹	Percent of Total
Center and Corridor Communities	113,880	12%	370,890	35%	86,661	33%	82,850	31%	200,541	17%	453,739	34%
Established Communities	712,012	77%	645,326	61%	81,365	31%	146,053	54%	793,377	67%	791,379	59%
Developing Communities	20,793	2%	12,339	1%	89,313	34%	39,754	15%	110,106	9%	52,093	4%
Rural Residential Communities	74,438	8%	32,196	3%	2,789	1%	1,405	1%	77,227	7%	33,601	3%
Region Total	921,123	100%	1,060,751	100%	260,128	100%	270,062	100%	1,181,251	100%	1,330,813	100%

Source: SACOG Proposed MTP/SCS Land Use Forecast for 2040, June 2019.

¹ Due to different protocols among GIS models for tallying spatial data, numbers in this DEIR differ marginally from those reported in the proposed MTP/SCS.

² The proposed MTP/SCS does not forecast or model growth in the "Lands Not Identified for Development in the MTP/SCS Planning Period" Community Type during the planning period, though there is existing development in these areas (primarily farm homes, agricultural-related uses, public lands such as waste water treatment facilities, etc.) As a result, existing developed acres in the "Lands Not Identified for Development in the MTP/SCS Planning Period" Community Type was included in "Established" and "Rural Residential" Community Type totals.

Center and Corridor Communities

In 2016, these areas have higher concentrations of employment, usually commercial and office, than other Community Types. Most Centers and Corridors will add new development on infill or underutilized land, or through redevelopment of existing developed land. The MTP/SCS projects that the total share of housing in Centers and Corridors will increase from 12 percent in 2016 to 17 percent in 2044, primarily on infill or underutilized land in close proximity to services and employment opportunities. By 2044, the MTP/SCS land use forecast projects that 33 percent of new housing and 31 percent of new employees will be located in Center and Corridor Communities. Real estate research forecasts that there will be

significant demand, especially by the large, retirement age baby boomer generation and the even larger Generation Y echo-boomer cohort (those born between 1981 and 1999), for new housing, including rentals and small-lot homes, in mixed-use communities close to public transit, employment, services and amenities. Many of the local governments in the region have updated, or are in the process of updating, their land use plans to accommodate growth of this type. The MTP/SCS development pattern takes advantage of existing transportation infrastructure (light rail and bus service where present), and creates more types of housing products for the projected population in central locations in close proximity to services and employment opportunities.

Barriers to growth in the Centers and Corridors include limited public and private sector financing, especially in the short term given current lending practices and the lack of redevelopment funds. In many cases, existing infrastructure capacity is not sufficient, and financing improvements can be challenging due to the multiple owners typically found in fine-grained urban lot patterns. Remediating contaminated soils and groundwater is another barrier on some of these lands.

There are examples throughout the region of development opportunities in Centers and Corridors that are on hold because of conditions such as those described above. However, there are also examples of developments that are proceeding because they have overcome the challenges, including a number of new infill and redevelopment projects in downtown Sacramento, the downtown and Curtis Park Railyards in Sacramento and the Bridge District in West Sacramento. About two-thirds of the projected growth in Centers and Corridors in the region is in these two centrally-located cities. Chapter 4 of the MTP/SCS discusses the policies and implementation actions that is needed to help support growth in these areas.

Established Communities

In 2016, Established Communities generally appear established and built out; however, there still are lots of infill development opportunities in these communities. Local land use plans generally seek to maintain the existing character and land use pattern in these areas. For this reason, the MTP/SCS land use forecast projects only an 11 percent increase in housing in this community type, which will primarily occur through the build-out of existing subdivisions, accessory dwelling units, and infill development on vacant lots. This will reduce the total share of housing in Established Communities from 77 percent in 2016 to 67 percent by 2040. This growth represents about 3,390 new units per year. This is a reasonable estimate as it assumes many of the newer subdivisions that started building in the last 10-15 years (e.g., most of North Natomas, most of Lincoln, West Roseville, Laguna in Elk Grove, and most of southeast Folsom) will likely continue to build at a steadier pace than traditional infill in the near term.

The MTP/SCS projects a 23 percent increase in job growth in Established Communities, which will provide more employment opportunities for residents in this Community Type. Established Communities include many office and industrial parks in the region's secondary and emerging jobs centers, including Metro Air Park, McClellan Park, Sunset Industrial Park, Woodland Industrial Park, and El Dorado Business Park. All of these are projected to see significant growth through 2040.

In general, the MTP/SCS projects smaller changes to residential communities in Established Communities than in other Community Types. Many of these communities are mature or newer suburbs. While infill development, consistent with existing planning designations, is projected to occur gradually, much more change is forecast for the Centers and Corridors and Developing Communities than in the Established Communities.

Development in Established Communities provides housing opportunities for residents, including completion of subdivisions that stalled in the housing downturn, revitalization commercial centers, increase in housing choices, development of more complete streets that balance the transportation needs of auto and non-auto travelers, elimination of blighted vacant lots, and enhancement of neighborhood amenities. However, development challenges exist in these areas. Residential and commercial financing and financial feasibility is currently a challenge everywhere, including Established Communities. Older auto-oriented shopping and strip centers in mature suburbs may be in decline, but market economics may not yet be ripe for reuse projects. Additionally, many neighborhoods have arterials and local streets that experience significant traffic and congestion, need maintenance and rehabilitation, and lack attractive transit, pedestrian and bicycle facilities.

Developing Communities

Developing Communities are typically the areas at the edge of existing urban or suburban development that are slated for the next increment of urban expansion. They are usually identified in local plans as specific plans, special plan areas, or master plans. These communities may be residential-only, employment-only, or a mix of typically low- to medium-density residential with employment and supporting commercial and public uses. A smaller number of Developing Communities have a mix of residential and employment centers. Similarly, a small number of Developing Communities are planned as large employment-only areas.

In 2016, some of these areas are partially developed while others that are not yet approved or under development are still used for farming, grazing, natural resource extraction, or other non-urban uses. By 2040, all of the Developing Communities identified in the MTP/SCS will be fully or partially constructed.

The MTP/SCS projects that 34 percent of the region's forecasted housing demand, and 15 percent of the its employment demand, will be in Developing Communities. This will bring up the share of housing in Developing Communities from two percent in 2016 to nine percent of the total regional housing stock in 2040. Developing Communities see a smaller gain in the regional share of employees—from one percent in 2016 to four percent of all employees by 2040. Unlike Established Communities, which will see high employment growth relative to housing growth, Developing Communities experience high housing growth relative to employment growth. This is due to two factors: (1) most of the residential growth in Developing Communities is not expected to fully build out by the horizon year of the MTP/SCS and, therefore, a critical mass of housing is not present to support planned employment growth; and (2) most Developing Communities are located around existing regional job centers in southwest Placer County, southeastern Sacramento County, and urbanized Yolo County, and are intended to provide nearby housing for those job centers.

The Developing Communities in the MTP/SCS are generally quite different from the large-scale master planned communities typical of the last few decades. Consistent with Blueprint principles, many of them provide a wider range of housing choices, and most are located adjacent to existing job centers. Workers in those job centers will benefit from nearby housing options that can also provide a local resident-serving mix of uses such as schools, parks, and retail. These Developing Communities typically have pedestrian and bicycle networks.

Developing Communities face their share of challenges to construction, including how much overall demand there will be for housing in this Community Type, and the timing of development within each community. Perhaps the largest question regarding Developing Communities is, how much market

demand will there be in the long term for the traditional, large-lot single family home. High infrastructure and service costs for roads, transit, water, sewer, drainage, and schools, as well as operating costs for police, fire and other services, are a significant barrier to starting large-scale developments. Local government financial conditions create understandable pressures to set development fees high enough to cover government's total upfront and ongoing costs, but this sometimes affects the profitability and economic viability of development projects. This can be particularly challenging for the smart growth products in the lower price ranges, e.g., small-lot single family, row houses and townhomes, because the fees can push the cost of the homes up higher than the market can bear in some areas. Furthermore, with such a large number of approved plans that have not yet started construction, and dozens of other area plans in process, the market for master planned communities is exceptionally crowded. This land use forecast assumes projects that are completely through the entitlement process are likely to develop sooner than projects not yet approved. However, many approved development projects have been entitled for more than a decade and are not yet under construction, so entitlement status is not the only predictor of actual construction activity. SACOG monitors policy, regulatory and market factors constantly, and therefore, will reassess the development status of master planned communities as part of the next four-year update to the MTP/SCS.

For Developing Communities in general, there are significant issues related to the federal Endangered Species and Clean Water Acts, administered by the U.S. Fish and Wildlife Service and U.S. Army of Corps of Engineers. This is especially true in and around the two largest suburban employment centers of the region in southwest Placer County and southeastern Sacramento County along the U.S. 50 corridor. There are substantial, multi-year efforts to develop Habitat Conservation Plans (HCPs) in these two areas to resolve the environmental protection and development pressure trade-off issues. The South Sacramento HCP was adopted in 2019 and the Placer County Conservation Plan issued a draft environmental impact report in 2018.

Rural Residential Communities

The majority of growth in Rural Residential Communities is located in the foothills of El Dorado, Placer and Yuba counties. Rural residential designations are intended primarily for residential use but also allow for limited agricultural use where ample water supply and suitable soils are available. Examples of these small-scale agricultural areas include Apple Hill in El Dorado County and Newcastle in Placer County.

The unincorporated portions of El Dorado, Placer, Sacramento, and Yuba counties that are covered by the Rural Residential Community Type generally allow a maximum density of one home per acre. Development in these areas occurs on a small scale, typically through individual lot development. Because of this, the residential capacity in these areas is very high and likely more than the region will ever need. The MTP/SCS estimates that one percent of the projected housing and employment demand, will be met in Rural Residential Communities. Due to the rural and residential focus of Rural Residential Communities, employment growth is minimal. Because of this limited growth, the share of the region's total housing in Rural Residential Communities would decrease from eight percent to seven percent by 2040.

Although growth in these communities is limited, they still offer important housing choice and, in some cases, support the continuation of small agricultural and resource-based businesses.

Nevertheless, many of these communities face challenges, whether from limited or expanded growth. Because of limited nearby jobs, health care, retail and other services, residents in these communities often must travel farther to shopping, professional services, and employment. This adds vehicle travel and associated congestion and air pollution. Providing emergency and other public services to these areas is also a challenge due to their more remote locations. Infrastructure costs, particularly wastewater treatment and water, can be significant for the local agency and landowner.

Land Use Forecast According to Blueprint Principles

A survey of local planning efforts shows that since 2005, the 28 cities and counties of the SACOG region have been working voluntarily to incorporate the Blueprint principles into their local plans and policies. These efforts are reflected in the MTP/SCS land use forecast: the distribution of new development acres through 2040 reflects an urban and suburban-focused development pattern that is far different from the “base case” development pattern that was originally projected for the region before the Blueprint project. The MTP/SCS is aligned in purpose with the Sacramento region’s smart land use Blueprint vision. The land use forecast of the MTP/SCS reflects the extent of implementation of the Blueprint principles by local jurisdictions.

The following describes the land use forecast according to the seven Blueprint principles: Housing Choice and Diversity; Use Existing Assets; Compact Development; Natural Resource Conservation; Design for Quality; Mixed Use Developments; and Provide Transportation Choices.

Housing Choice and Diversity

The Blueprint envisioned by 2050 a diverse mix of new housing to accommodate the housing needs and choices of a diverse population. The table below shows that the growth forecasted in the MTP/SCS favors small lot and attached housing products and is in line with the Blueprint.

Table C-4
Housing Product Mix in the Proposed MTP/SCS

	Center and Corridor Communities		Established Communities		Developing Communities		Rural Residential Communities		Regional Total	
2016 Baseline										
Rural Residential1	368	0%	19,378	3%	2,171	10%	53,295	72%	75,212	8%
Large Lot Detached1	27,312	24%	419,485	59%	14,525	70%	16,781	23%	478,103	52%
Small Lot Detached1	17,968	16%	88,387	12%	1,785	9%	3,263	4%	111,403	12%
Attached1	68,232	60%	184,761	26%	2,312	11%	1,099	1%	256,404	28%
Total1	113,880	12%	712,011	77%	20,793	2%	74,438	8%	921,122	100%
2044 (Growth)										
Rural Residential1	6	0%	275	0%	19	0%	2,467	88%	2,767	1%
Large Lot Detached1	1,840	2%	21,288	26%	42,311	47%	302	11%	65,741	25%
Small Lot Detached1	11,350	13%	17,291	21%	22,972	26%	2	0%	51,615	20%
Attached1	73,490	85%	42,494	52%	24,012	27%	18	1%	140,014	54%

Total ¹	86,686	33%	81,348	31%	89,314	34%	2,789	1%	260,137	100%
--------------------	--------	-----	--------	-----	--------	-----	-------	----	---------	------

Source: SACOG, MTP/SCS Land Use Forecast, June 2019

¹Due to different protocols among GIS models for tallying spatial data, numbers differ marginally from those reported in the proposed MTP/SCS.

Use Existing Assets

In urbanized areas, development on infill or vacant lands, intensification on underutilized parcels (e.g., more development on the site of a low-density retail strip shopping center), or redevelopment (e.g., re-using existing vacant buildings or lots) often makes better use of existing public infrastructure. Today, 89 percent of the region's housing is located in Center and Corridor Communities and Established Communities. These two Community Type areas are also where 95 percent of the region's jobs are located. The MTP/SCS takes advantage of the infill opportunities in both of these areas: as noted previously, 33 percent of new homes will occur in Centers and Corridors; 31 percent of new homes will occur in Established Communities.

Compact Development

Creating a plan that is more compact encourages more walking, biking, transit use, and shorter auto trips. By focusing on providing more small-lot and attached housing, maximizing infill and redevelopment opportunities, and planning for communities with a mix of uses, the MTP/SCS creates a more compact land use pattern. Approximately 42 percent of the newly developed land is in Established Communities and Center and Corridor Communities. Another 36 percent is in Developing Communities, and these Developing Communities are for the most part located adjacent to Established Communities. This greatly contributes to the reduced impact to natural resources.

Table C-5
Summary of Expected Developed Acres by Community Type

Community Type	Existing Developed Acres (2016)		Additional Developed Acres (2016-2044)		All Developed Acres (2044)		All Acres (Developed and Undeveloped)	
	Acres ¹	Percent Distribution Among Community Types	Acres ¹	Percent Distribution Among Community Types	Acres ¹	Percent Distribution Among Community Types	All Acres ¹	New Developed Acres as Percent of All Acres
Center and Corridor Communities	26,118	4%	3,886	8%	30,003	3.87%	36,999	10.50%
Established Communities	253,187	37%	15,693	34%	268,880	34.69%	1,298,225	1.21%
Developing Communities	17,850	3%	16,573	36%	34,422	4.44%	89,730	18.47%
Rural Residential Communities	389,693	57%	10,251	22%	399,944	51.60%	2,434,858	0.42%
Lands Not Identified for Development in the MTP/SCS Planning Period	n/a ²	n/a ²	n/a ²	n/a ²	n/a ²	n/a ²	2,638,152	n/a ²
Region Total	686,847	100.00%	46,403	100.00%	775,138	100.00%	3,863,373	1%

Source: SACOG MTP/SCS Land Use Forecast for 2040, June 2019.

¹ Totals may not match due to rounding.

²The proposed MTP/SCS does not forecast or model growth in the "Lands Not Identified for Development in the MTP/SCS Planning Period" Community Type during the planning period, though there is existing development in these areas (primarily farm homes, agricultural-related uses, public lands such as waste water treatment facilities, etc.) As a result, existing developed acres in the "Lands Not Identified for Development in the MTP/SCS Planning Period" Community Type was included in "Established" and "Rural Residential" Community Type totals.

Natural Resource Conservation

Whether for agriculture, habitat, rural home sites, urban development, recreation or open space, the use of land has implications for the viability of rural communities, agricultural operations, and natural habitats, as well as the provision of public services and the creation and maintenance of physical infrastructure. Together, these various uses of land determine the long-term economic viability and environmental sustainability of rural areas and are an important part of achieving similar objectives for the entire region. They also influence rural lifestyle, culture and heritage, which are intangible and difficult to quantify, but are nonetheless important aspects of the MTP/SCS. In the last two decades, 242 acres of primary agricultural land were developed per every 1,000-new people. In the 2020 MTP/SCS land use forecast, only 18 acres of primary agricultural land are predicted to be developed per 1,000-new people by 2044.

Design for Quality

The design details of any land use development can influence the attractiveness of living in a neighborhood and facilitate or hinder walking and biking to work or other destinations. Quality site design creates walkable communities and includes: short block lengths, connected street patterns, and pedestrian-scale design of buildings, streets, sidewalks and landscaping. This is an essential Blueprint principle that will be important to achieving the goals of the MTP/SCS. The MTP/SCS considers a number of factors related to site design details, including regional accessibility and street pattern.

Mixed Use Developments

The principle of mixed use developments has different applications at different scales. At smaller scales, this could apply to individual vertically mixed use buildings or a neighborhood with a combination of uses in close proximity. Building homes, shops, offices, entertainment, schools, and other uses within walking distance helps create active, vital neighborhoods. A community designed with a good, or balanced, mix of uses helps to encourage walking, biking, shorter driving trips, and transit use where transit is available. At the full regional scale, this principle is discussed as "jobs-housing balance," and means a balance of jobs and households so that the region does not have to import or export either jobs or housing, beyond the normal out- and in-commuting that happens in a mobile society. For the large sub-regions, especially around the largest employment centers, it is also desirable to attempt to replicate the regional jobs-housing balance ratio. At smaller scales, sometimes the best, most realistic, mix focuses more on population-serving jobs (e.g., schools, retail, etc.) and less on base, or primary, sector jobs. It is, however, still a worthy goal to try to have a strong jobs-housing mix through as many subareas of the region as possible. The MTP/SCS includes all components of this mixed use principle.

The MTP/SCS is, at its core, a regional transportation plan. For that reason, jobs-housing balance and the associated transportation impacts (including their quality of life and air quality impacts) is a key consideration in shaping the land use pattern. In areas with few jobs for the number of households, many workers need to commute out of their residence area to reach work. In areas with more jobs than

workers, jobs must be filled by employees from outside the area. All else being equal, areas with high or low jobs-housing balance are likely to generate longer commutes for workers. Generally speaking, the land use forecast assumes that jurisdictions that are housing rich are planning for more jobs and jurisdictions that are jobs rich area planning for more housing in the future. As a result, the land use forecast assumes most jurisdictions move towards a better jobs/housing ratio into the future.

Provide Transportation Choice

Providing transportation choice increases opportunities for people to travel by walking, rolling, and transit. Transportation choice is an essential Blueprint and MTP/SCS principle. When people have viable options to take some of their trips by a mode other than their personal automobile, they reduce the number of miles their vehicle is traveling on roadways. Small changes in individual travel add up to big changes in congestion, wear and tear on roadways, and air pollution for the whole region. The suite of land use and transportation changes in the MTP/SCS reduce household VMT per capita by 7.9 percent. VMT reduction is the primary driver of GHG reduction from passenger vehicle travel. Importantly, providing transportation choice is intricately connected to all of the other land use principles discussed above: increased Blueprint-style development in Center and Corridor Communities supports increased transit investment and complete streets investment, which provides a transportation system that supports increased transit use, bicycling and walking; improved housing and jobs balance around the region—and bringing shopping, employment, housing and services closer together through compact, walkable development—supports shorter and fewer vehicle trips.

High Frequency Transit Areas

A subset of the MTP/SCS housing and employment growth is within what SACOG refers to as High Frequency Transit Areas (HFTAs). HFTAs are areas of the region within one-half mile of a major transit stop (existing or planned light rail, streetcar, or train station) or an existing or planned high-quality transit corridor included in the MTP/SCS. A high-quality transit corridor is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours (Pub. Res. Code, § 1155.) SACOG uses this definition of HFTAs because it coincides with the definition of Transit Priority Projects in SB 375 which, as discussed below, are eligible for CEQA streamlining benefits. HFTAs are considered an overlay geography and do not necessarily correspond directly to Community Types.

While substantial overlap exists between HFTAs and Center and Corridor Communities, HFTAs provide additional opportunities to realize the benefits of smart land use. These opportunities include:

- using SB 375 CEQA streamlining benefits for qualifying residential and mixed-use projects to facilitate transit-oriented development;
- increasing housing choices located near high-quality transit while bringing high-quality transit service to roughly 105,000 housing units and 105,000 employees;
- increasing transit ridership on existing and new rail and bus services, thereby reducing vehicle miles traveled and GHG emissions;
- increasing farebox recovery rates, i.e., rider fares cover a larger share of the costs of transit service; and
- increasing equity by increasing housing and transportation choices and transit access to jobs, schools, and services for low-income residents, as described more fully in Appendix G: Environmental Justice Analysis.

Placer High Frequency Transit Areas

The Placer HFTAs cover Capitol Corridor train station areas in the cities of Roseville, Rocklin and Auburn, as well as high-quality bus routes in the city of Roseville. New development in the Placer HFTAs is employment heavy, due primarily to the concentration of transit serving the Roseville employment centers along the Interstate 80 corridor.

Sacramento High Frequency Transit Areas

The Sacramento HFTAs cover several types of transit routes: light rail station areas within the cities of Folsom, Rancho Cordova, and Sacramento, and unincorporated Sacramento County; a Capitol Corridor train station area in the City of Sacramento; a fixed guideway corridor in the central/downtown area of the City of Sacramento, and numerous bus and bus rapid transit routes in the cities of Citrus Heights, Rancho Cordova, Sacramento, and unincorporated Sacramento County. New development in the Sacramento HFTAs is balanced between housing and employment growth due in part to the extensive geographic coverage of the HFTAs, which include regional job centers (e.g., downtown Sacramento and Rancho Cordova) as well as residential areas and commercial areas. In Sacramento County in particular, most of the cities and the unincorporated county have initiated commercial corridor plans intended to allow significantly more residential development than allowed under past land use plans.

Yolo High Frequency Transit Areas

The Yolo HFTAs cover a Capitol Corridor train station in the city of Davis, affixed guideway corridor in the central area of West Sacramento, and numerous bus and bus rapid transit routes in the cities of Davis

and West Sacramento. New development in the Yolo HFTAs is balanced between housing and employment growth due in part to the extensive geographic coverage of the HFTAs, which include regional job centers (e.g., downtown West Sacramento and UC Davis) as well as residential areas and commercial areas.

Land Use Forecast According to High Frequency Transit Areas

Transit is most efficient where there are high concentrations of people, so encouraging and facilitating more new homes and jobs near transit maximizes the transit investment of the MTP/SCS. Within the HFTAs, local governments are working to encourage more housing and employment near existing and planned transit service.

Table C-6
Summary of Housing and Employment within High Frequency Transit Areas¹

High Frequency Transit Areas (HFTA) ¹	2044 High Frequency Transit Areas ¹					
	Existing Dwelling Units	Existing Employees	New Dwelling Units	New Employees	All Dwelling Units	All Employees
Placer HFTAs	17,638	36,942	11,495	12,073	29,133	49,015
Sacramento HFTAs	325,111	424,122	75,901	75,693	401,012	499,815
Yolo HFTAs	42,318	51,333	17,846	16,765	60,164	68,098
All HFTAs	385,067	512,397	105,243	104,531	490,310	616,928

Source: SACOG, MTP/SCS Preferred Scenario Land Use Forecast, June 2019

¹ High Frequency Transit Areas are those areas of the region within one-half mile of a major transit stop (existing or planned light rail, street car, or train station) or high-quality transit corridor. A high-quality transit corridor is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours (Pub. Resources Code, § 21155).

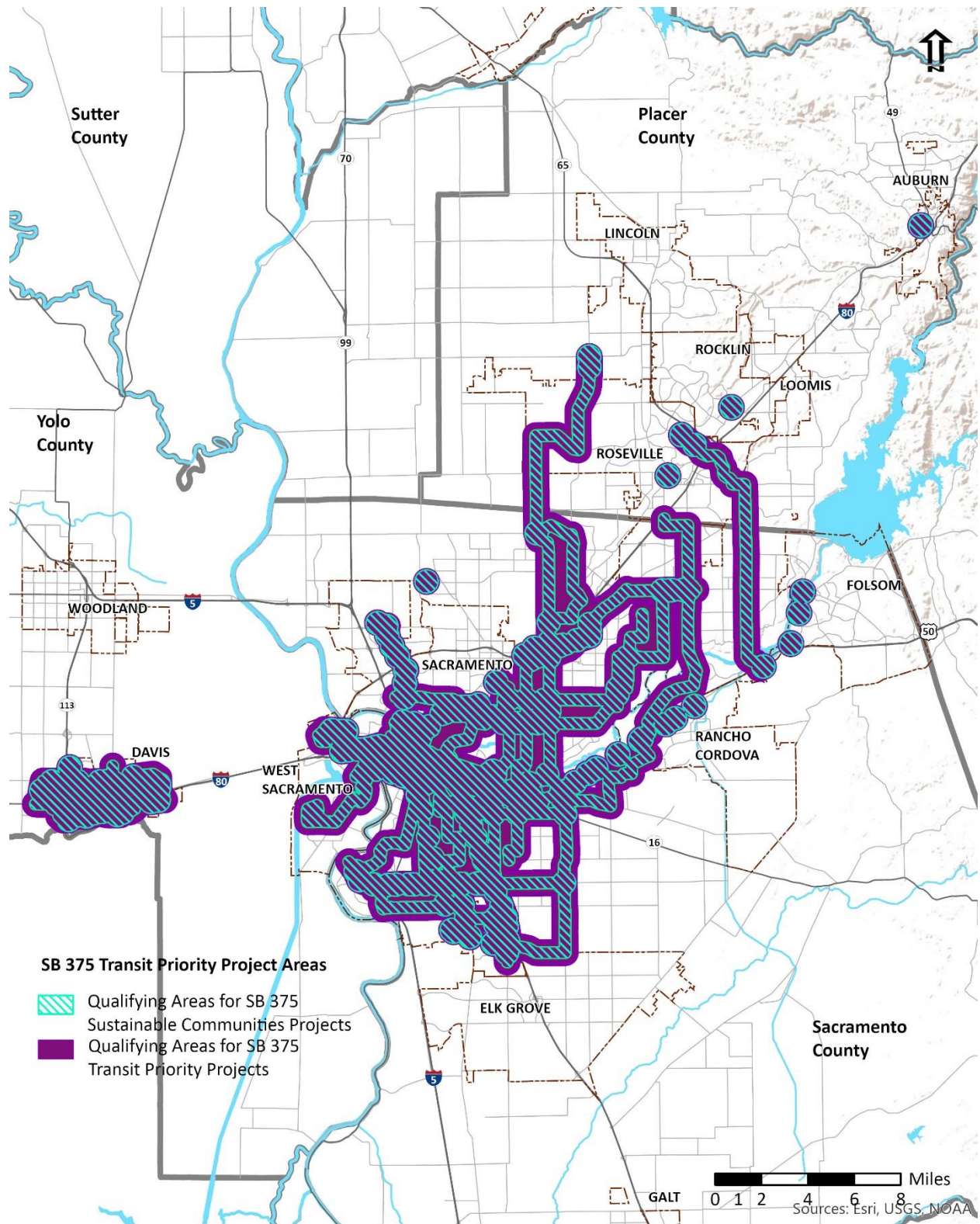
Streamlining Infill Development that Implements the SCS

In recent years, several state laws have been enacted that offer environmental streamlining for land development projects that meet certain criteria, including consistency with the MTP/SCS land uses, densities, intensities, and policies:

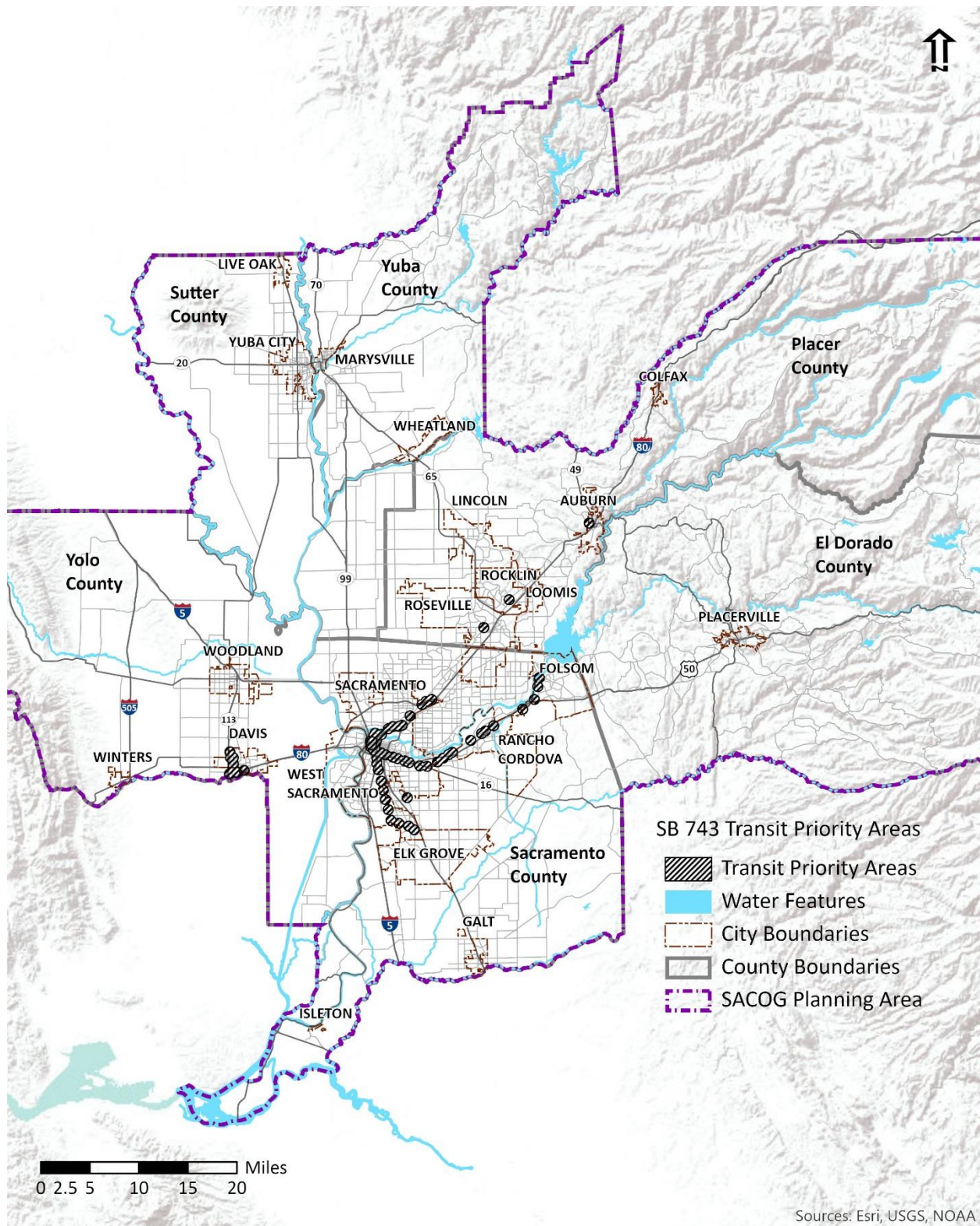
- Senate Bill 375 allows for environmental streamlining or exemption for residential or mixed-use projects based on a number of project criteria including consistency with the MTP/SCS and transit proximity.
- Senate Bill 743 also allows for environmental streamlining or exemption on land use projects that meet certain criteria, including consistency with the MTP/SCS and transit proximity.

SACOG's website provides more information and tools for projects utilizing these CEQA streamlining options.

SB 375 High Frequency Transit Areas



SB 743 Transit Priority Areas



In the last year, SACOG and member agencies also developed two toolkits to help with transit-oriented development (TOD) and local housing policy:

- The TOD Toolkit was developed through a joint effort of the cities of Sacramento and West Sacramento, and SACOG. The goal of the TOD Toolkit is to provide for any community, a framework for planning and fostering transit-oriented development in high frequency transit areas.
<https://www.sacog.org/transit-oriented-development-toolkit>
- The Housing Policy Toolkit was created by SACOG to provide local governments with specific recommendations for changing the framework by which they plan and approve housing projects. It's about reevaluating outdated policies and minimizing governmental barriers to building the homes this region needs, particularly small lot and attached homes.
<https://www.sacog.org/post/housing-policy-toolkit>

Background Documentation on the MTP/SCS Land Use Forecast

The tables below serve as background documentation for the land use forecast. Table C-7 includes historical permit data by jurisdiction, including both five and ten year averages. Table C-8 includes a summary of the developing communities survey, which was used by SACOG staff to better understand the regulatory and market dynamics of the many developing communities across the region. Also included is a summary of the market and regulatory research, including a housing white paper, which examines future housing product type preferences.

Table C-7
Historical Housing Permits By Jurisdiction

	Total Permits																	5 Year Average (2013-2017)		10 Year Average (2008-2017)	
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Average Total	Average Permit Share	Average Total	Average Permit Share
EL DORADO COUNTY	1,458	1,501	1,653	1,540	1,455	1,107	693	498	287	119	104	181	430	251	295	72	728	355.2	7.53%	296.5	7.57%
Placerville	0	0	1	0	13	7	22	29	29	5	4	2	47	-1	2	47	51	29.2	0.62%	21.5	0.55%
Unincorporated El Dorado County	1,458	1,501	1,652	1,540	1,442	1,100	671	469	258	114	100	179	383	252	293	25	677	326.0	6.91%	275.0	7.03%
PLACER COUNTY	4,385	5,213	4,966	3,260	3,692	3,178	2,913	259	1,324	1,081	840	1,166	982	1,072	1,647	1,770	2,140	1522.2	32.25%	1228.1	31.37%
Auburn	72	92	110	172	76	14	25	7	11	15	11	4	70	7	12	7	35	26.2	0.56%	17.9	0.46%
Colfax	0	0	0	0	0	2	4	0	1	0	0	0	0	0	0	0	1	0.2	0.00%	0.2	0.01%
Lincoln	1,506	1,464	1,873	747	2,166	1,785	751	14	167	125	80	134	283	259	140	199	176	211.4	4.48%	157.7	4.03%
Loomis	21	24	13	17	3	15	9	2	5	10	8	5	6	6	16	20	11	11.8	0.25%	8.9	0.23%
Rocklin	1,093	1,016	676	442	122	240	203	214	247	133	88	86	133	194	293	507	736	372.6	7.89%	263.1	6.72%
Roseville	1,236	2,019	1,746	1,256	871	650	1,080	22	652	627	461	730	295	570	942	808	926	708.2	15.01%	603.3	15.41%
Unincorporated Placer County	457	598	548	626	454	472	841	0	241	171	192	207	195	36	244	229	255	191.8	4.06%	177.0	4.52%
SACRAMENTO COUNTY	7,873	9,485	10,870	10,400	8,461	2,768	3,216	2,105	1,265	1,109	870	1,163	1,985	1,394	1,829	2,547	3,016	2154.2	45.64%	1728.3	44.15%
Citrus Heights	162	28	15	167	83	29	52	38	43	40	26	23	4	7	38	23	3	15.0	0.32%	24.5	0.63%
Elk Grove	2,162	2,920	4,056	3,967	2,238	265	613	368	297	275	215	309	305	358	640	559	325	437.4	9.27%	365.1	9.33%
Folsom	1,055	848	698	1,031	360	164	163	22	57	105	70	109	257	321	259	155	175	233.4	4.95%	153.0	3.91%
Galt	58	262	61	349	180	50	132	62	11	0	3	5	16	50	65	71	115	63.4	1.34%	39.8	1.02%
Rancho Cordova	13	186	290	297	1,573	129	454	260	319	237	177	195	269	148	511	201	273	280.4	5.94%	259.0	6.62%
Sacramento	2,638	2,554	3,029	3,173	2,734	1,785	1,354	1,060	455	168	111	159	364	413	227	1,241	1,630	775.0	16.42%	582.8	14.89%
Unincorporated Sacramento County	1,785	2,687	2,721	1,416	1,293	346	448	295	83	284	268	363	770	97	89	297	495	349.6	7.41%	304.1	7.77%
SUTTER COUNTY	64	583	635	1,104	1,374	448	365	198	106	84	63	43	100	50	60	134	19	72.6	1.54%	85.7	2.19%
Live Oak	22	6	30	214	334	27	86	25	2	28	35	1	56	0	2	88	0	29.2	0.62%	23.7	0.61%
Yuba City	27	513	559	843	991	398	255	143	82	39	18	24	43	38	43	32	11	33.4	0.71%	47.3	1.21%
Unincorporated Sutter County	15	64	46	47	49	23	24	30	22	17	10	18	1	12	15	14	8	10.0	0.21%	14.7	0.38%
YOLO COUNTY	1,294	1,249	1,260	1,731	821	720	691	539	411	212	164	211	369	265	600	434	664	466.4	9.88%	386.9	9.88%
Davis	240	101	96	97	8	3	35	39	13	9	21	54	94	25	20	119	207	93.0	1.97%	60.1	1.54%
West Sacramento	890	684	675	1,032	589	475	483	189	143	125	70	83	130	159	446	30	201	193.2	4.09%	157.6	4.03%
Winters	38	78	88	43	4	3	10			1	3	0	0	0	0	41	34	15.0	0.32%	7.9	0.20%
Woodland	96	246	302	185	13	199	123	234	212	40	47	53	100	62	112	239	176	137.8	2.92%	127.5	3.26%
Unincorporated Yolo County	30	140	99	374	207	40	40	77	43	37	23	21	45	19	22	5	46	27.4	0.58%	33.8	0.86%
YUBA COUNTY	127	14	310	1,397	1,671	418	257	345	245	102	90	80	67	155	153	196	142	142.6	3.02%	157.5	4.02%
Marysville	0	2	6	1	0	1	2	4	8	5	4	1	2	-1	0	0	1	0.4	0.01%	2.4	0.06%
Wheatland	1	1	140	278	0	0	2	2	0	0	0	0	0	12	0	0	0	2.4	0.05%	1.4	0.04%
Unincorporated Yuba County	126	11	164	1,118	1,671	417	253	339	237	97	86	79	65	144	153	196	141	139.8	2.96%	153.7	3.93%
Other	111	68	71	82	76	114	127	74	70	50	41	47	27	0	5	0	0	6.4	0.14%	31.4	0.80%
REGION TOTAL	15,312	18,113	19,765	19,514	17,550	8,753	8,262	4,018	3,708	2,757	2,172	2,891	3,960	3,187	4,589	5,153	6,709	4719.6	100.00%	3914.4	100.00%

Summary of Research on Factors Influencing Development (as of April 2018)

In 2018, SACOG updated research on a variety of additional development factors, which directly inform the land use forecast, including:

Floodplains and Levee Improvements: Local governments within floodplains are working toward compliance with state and federal floodplain regulations. The timing of funding and construction of levee improvements is one factor that may influence the timing of construction of land development projects in these jurisdictions.

Water Supply: Staff continues to research this topic but information gathered during the development of the 2016 MTP/SCS indicates that long term (20-year) water supply is not likely to be a limiter of growth. Rather, the factors that have the greatest effect on the timing and location of development are: the timing of financing and construction of new treatment, storage and conveyance facilities needed for new development areas, and consideration of the amount of development that could be built before significant investments in water infrastructure are needed.

Housing Market Trends: SACOG developed a housing market trends white paper in 2018, which is publicly available on its website. This included a literature review on local and national housing market and demographic trends, as well as consultation with the development industry. The research indicated a continuation of the trends identified in a similar paper SACOG produced in 2016. One of the major driving forces for this MTP/SCS update is the cost of housing: what are the housing product types that homebuyers and renters can afford. For the purposes of scenario development, this affects the type and location of new housing that will likely be produced.

Historical Housing Permitting: SACOG tracks how much, what kind, and where housing development has happened over time. While historical trends change, this information is helpful to understand where demand is strong and what absorption rates are reasonable to assume.

Developing Communities Survey: SACOG conducted a survey of all developing communities in the region to better understand the regulatory and market factors impacting the probability and feasibility of growth in these communities. A summary of this survey is provided below.