

# BLUEPRINT

## Community Types

### CENTER & CORRIDOR COMMUNITIES



Land uses in Center and Corridor Communities are typically higher density and more mixed than surrounding land uses. Centers and Corridors are identified in local plans as historic downtowns, main streets, suburban or urban commercial corridors, rail station areas, central business districts, or town centers. They typically have more compact development patterns, a greater mix of uses, and a wider variety of transportation infrastructure compared to the communities surrounding them.

Some have frequent transit service, either bus or rail, and all have pedestrian and bicycling infrastructure that is more supportive of walking and bicycling than other Community Types.

### ESTABLISHED COMMUNITIES



Established Communities are typically the areas adjacent to, or surrounding, Center and Corridor Communities. Many are characterized as “first tier,” “inner ring,” or mature suburban communities. Local land use plans aim to maintain the existing character and land use pattern in these areas. Land uses in Established Communities are typically made up of existing low- to medium-density residential neighborhoods, office and industrial parks, or commercial strip centers.

Depending on the density of existing land uses, some Established Communities have bus service; others may have commuter bus service or very little service. The majority of the region's roads are in Established Communities in 2020.

### DEVELOPING COMMUNITIES & POTENTIAL DEVELOPING COMMUNITIES

Developing Communities are typically, though not always, situated on vacant land at the edge of existing urban or suburban development; they are the next increment of urban expansion. Developing Communities are identified in local plans as special plan areas, specific plans, or master plans and may be residential-only, employment-only, or a mix of residential and employment uses. Plans on the edge of the existing urban footprint are reclassified from developing communities to established communities if at least 50% of the planned units in the plan have been built by 2020. SACOG has further delineated developing communities into



developing communities under construction and potential developing communities not yet under construction to distinguish between plans that have already started building housing units.

Transportation options in Developing Communities often depend, to a great extent, on the timing of development. Bus service, for example, may be infrequent or unavailable today, but may be available every 30 minutes or less once a

community builds out. Walking and bicycling environments vary widely though many Developing Communities are designed with dedicated pedestrian and bicycle trails.

## RURAL RESIDENTIAL COMMUNITIES



Rural Residential Communities are typically located outside of urbanized areas and designated in local land use plans for rural residential development. Rural Residential Communities are predominantly residential with some small-scale hobby or commercial farming. Travel occurs almost exclusively by automobile and transit service is minimal or nonexistent.

## AGRICULTURAL AND NATURAL LANDS



Today, these areas are dominated by commercial agriculture, forestry, resource conservation, mining, flood protection, or a combination of these uses. Some have long-term plans and policies to preserve or maintain the existing "non-urban" uses.