



Land Use & Natural Resources Committee

Meeting Date: March 2, 2023

Agenda Item No. 4

2025 Blueprint Pathways: Land Use Assumptions and Evaluation

Information

Prepared by: Dov Kadin

Attachments: Yes

Approved by: Clint Holtzen

Referring Committee: Not Applicable

1. Issue:

The purpose of this item is to provide an overview of the 2025 Blueprint Pathways land use assumptions and evaluate each pathway's performance across a series of metrics to inform Board conversations on priorities and tradeoffs for the regional plan update.

2. Recommendation:

That the committee review the staff report and attachments as well as participate in the staff presentation by engaging in a conversation about the Pathway findings related to land use and housing including policy implications and regional priorities for developing the Blueprint that advances the Triple Bottom Line goals for equity, economy, and environment.

3. Background/Analysis:

SACOG is undertaking an update to its long-range transportation and land use plan, the 2025 Blueprint. For each Blueprint update, SACOG prepares a [forecast of regional growth](#) in population, employment, and households. The Blueprint must make a set of assumptions around the amount, location, and nature of that growth through 2050. The land use and transportation assumptions, policies, and investment priorities that underpin the Blueprint work together to maximize benefits and minimize negative impacts across the Triple Bottom Line goals for equity, economy, and environment as outlined in the [Policy Framework](#) adopted by the board last year. While many factors are considered, there is not a single prescriptive formula for determining the land use assumptions in the plan. Staff evaluate regulatory, market, and policy factors to narrow in on an ambitious but achievable picture of how the region's land use pattern could evolve. These factors, including a comprehensive exploration of existing general plan buildout and market feasibility, were [discussed at the August 2022 Board meeting](#).

Before the Board narrows on a single preferred pathway for the 2025 Blueprint, SACOG is undertaking a scenario planning effort, referred to as Pathways, to better understand how the land use and transportation decisions we make today will affect the future and to help identify strategies that can remain durable across a range of futures despite changing and disruptive uncertainties. Pathways will provide the analysis and metrics that will serve as a learning tool for unpacking the many complex and intersecting issues facing the region over the next three decades around housing and land use, transportation management, regional growth, environmental resources, economic development, systemic racial disparities, and climate change and resilience.

SACOG staff worked through the 2022 calendar year to develop the land use assumptions for each of these three pathways, including multiple rounds of review from local agency staff and the SACOG Board. The final pathway assumptions are now live on our [website here](#). This landing page has links to background documents, a [final spreadsheet depicting the growth in each jurisdiction](#), and an [interactive dashboard/map](#) of existing conditions, growth, and buildout. The land use assumptions are organized using SACOG's community types, described in more detail on the landing page linked above, which SACOG has used as a framing tool for thinking about the different types of communities across the region for multiple plan cycles.

4. Discussion/Analysis:

The pathway land use assumptions outline diverging futures for the spatial distribution and the type of growth the region will experience between now and 2050. The board will ultimately use these pathways to inform the Final Preferred Pathway that will balance the region's mobility needs with the realities of limited future dollars. The land use assumptions of the pathways are summarized below:

- **Pathway 1: Outward Expansion and Limited Infill** explores a future where the majority of future growth occurs via expansion outward in greenfield developing communities. It will provide the most large-lot single-family and rural residential housing and the least amount of infill growth.
- **Pathway 2: Balanced Infill and Phased Expansion** explores a future where some growth is accommodated via outward expansion, but most growth will occur in infill areas through revitalization of existing communities. The spatial distribution and housing product types in this pathway most resemble the adopted 2020 MTP/SCS, updated per current conditions.
- **Pathway 3: Focused Infill and Limited Expansion** explores a future where the vast majority of growth occurs in infill areas with expansion only occurring in greenfield developing communities that were already under construction in 2022. Compared to the other two pathways, this pathway provides the most new small-lot and attached housing and the most amount of growth through infill and redevelopment.

Using the feedback received over the last 14 months from local agency staff and the board, SACOG staff has modeled these pathways at the parcel level for use in the regional travel model. Between March and June, SACOG staff will present how each pathway performs across a series of metrics. As part of this item in March, staff will present an evaluation of the pathways across a series of land use and housing performance metrics related to spatial distribution, housing product type mix, resilience and the rural-urban connection, and access to opportunity. Attachment A provides the results of this evaluation. In future months, staff will provide performance metric results related to air quality, transportation, road maintenance costs, public health, and many others.

5. Fiscal Impact/Grant Information:

Pathways are one component of the 2025 Blueprint Plan Update. The Blueprint is funded by a combination of sources including Federal Metropolitan Planning funds, state Sustainable Communities Formula Program Funds, and Transportation Development Act-Local Transportation Funds. The Placer County Transportation Planning Agency and El Dorado County Transportation Commission also provide some funding to SACOG to support development of the Blueprint to assist with the planning activities, data development, and analysis that is necessary to ensure coordination and consistency between the regional plan and the county-level Regional Transportation Plans.