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## STAFF REPORT

**SUBJECT:** 101 in Motion

**MEETING DATE:** March 2, 2005

**AGENDA ITEM:** 4

### RECOMMENDATION:

- A. Summary of evaluation results for 6 alternative packages
- B. Review progress and possible recommendations of Technical Advisory Group (TAG) and Stakeholder Advisory Committee (SAC) to identify 3-4 alternative packages for public input and provide direction
- C. Review subsequent steps in public outreach process
- D. Review land use sensitivity testing proposal recommended by TAG and SAC.

### DISCUSSION:

#### A. Evaluation Results for 6 Alternative Packages

The Consultant Team has completed their evaluation of the 6 Alternative Packages identified by the Steering Committee (SC) for examination. Several meetings have been held with the TAG to go over the findings and methodologies that were used in the evaluation process. A meeting with the SAC is scheduled for February 28 to go over the evaluation findings with them as well. The meetings with both the TAG and SAC have focused on comparing the relative performance of each of the components that make up the alternative packages as well as the packages as a whole. The idea is to use the evaluation findings as a means of defining the components that they recommend should be taken to the community for the community's input on the final 3-4 packages that would be analyzed next. A summary of the evaluation findings and conclusions will be presented to the SC at the meeting.

#### B. TAG and SAC Recommendations

A report will be given as to the progress that the TAG and SAC have made toward defining the components that they recommend should be taken into the next round of public outreach for community-wide input on the final 3-4 packages that would be analyzed next. Any

recommendations from the TAG and SAC generated at their upcoming meetings will be presented for discussion and possible action by the SC.

C. Public Outreach Process

A presentation will be made of the proposed public outreach program for the upcoming round of community input. The outreach plans for subsequent phases, and how each phase fits into the overall schedule will be discussed as well.

D. Land Use Sensitivity Analysis

A subcommittee of the TAG and SAC convened to develop options to address the land use transportation connection. The options that were considered range from a policy analysis of land use decisions to significant revisions to land use inputs for the travel model. Travel model inputs could be significantly revised in order to assess impacts of significant changes in the amount and distribution of future assumed housing or employment growth on travel demand.

Both committees recommended development of an initial scenario for the travel model that assumes that there is no new commercial or housing development on vacant land. New development assumed between 2000 (the travel model base year) and 2030 would be limited to intensification of existing developed parcels (ie., increased household size and employment densities), development that has occurred between 2000 and 2005 and development in the pipeline (ie., approved but not yet built). The results of this output would be compared to the results of the existing traffic model (which is based on SBCAG's adopted regional growth forecast) to identify the impact of new land use development on regional traffic growth. Pending results of this analysis, additional alternative growth scenarios may be warranted.

The approach recommended allows for the development of a sensitivity analysis which would determine if changes in land use policies and future development patterns may impact the kinds of transportation strategies that should be pursued as part of the 101 in Motion process. Staff concurs with this approach and is able to fit this analysis into our work schedule this month.

Additional analysis, time, and perhaps funding may be required if additional scenarios or follow-up assessment is required. The attachment provides further explanation of the options that were considered by the SAC/TAG committee.

**STAFF CONTACT:** Jim Kemp, Michael Powers, Gregg Hart

## **Alternative Land Use Scenarios for 101 in Motion**

At the October 25 joint TAG/SAC meeting, a subcommittee was appointed to develop options to address concerns about how the 101 in Motion project was addressing the land use – transportation connection. Subcommittee members included John Ledbetter and Vijaya Jamalammadaka of the TAG and Bob Ferris, Jack Overall, and Bud Laurent of the SAC. SBCAG staff provided the staff support for the project. The committee met four times to consider various options and was assisted by Mike Brown from the Economic Community Project.

This report summarizes the background information considered by the committee and presents options developed by the committee for consideration by the advisory and decision making groups. A question and answer format is used.

### **How did the original RFP for the 101 IM project intend to address the land use – transportation connection?**

In the development of the RFP land use was identified as an important item, but an extensive land use evaluation program was not anticipated as part of the project. The RFP language that addressed this issue is outlined below:

A range of options will be evaluated in the IP [now 101 In-Motion] including, but not limited to: widening of 101, improvements to interchanges and adjacent local roads in the corridor, the enhancement and use of alternative modes including bicycles, transit and passenger rail, and changes in local land use policies (emphasis added).

### **How did the approved scope of work address land use?**

The Parsons Brinckerhoff response to the proposal as specified in the final scope of work is outlined below:

Land uses were a part of the development of background information, e.g., GIS data, and public education, but the majority of the work was in Task 5.1:

Develop conceptual alternatives, including land use/transportation policy actions, among other alternatives, that will consider:

- Proximate development of commercial centers to residential areas
- Integrated alternative and multi-modal centers
- Designated automobile-free enterprise zones
- Increase densities

### **What is the context for assessing land use policy actions?**

Future growth is forecast to be significant

Land use change is part of the growth assumptions used to forecast travel demand. The SBCAG travel model forecasts growth in traffic and person trips out to 2030 based on the growth assumptions in the SBCAG, Forecast 2000 – 2030 report.

There was concern that the significant growth forecast for the future is not well understood. Perhaps this summary statement for the south coast will help.

The forecast approved by the SBCAG Board in the year 2000 indicates that the South Coast region could accommodate by 2030, consistent with the General Plans at the time:

- 43,000 people
- 10,000 households
- 47,000 jobs

This information was used in the regional travel model that forecasts by 2030:

- 200,000 more daily vehicle trips
- 80,000 more vehicle hours traveled
- 2.3 million more vehicle miles traveled

Attachment 1 provides additional information documenting the growth forecasts.

### **How Can Land Use Decisions Impact Transportation?**

There was a concern that the relationships between growth, land use development for jobs and housing and impacts on transportation were not being adequately addressed in 101 IM and that most Committee members believed this was an important, in some views the most important issue for the project. Decisions that will be made by land use planning agencies in the county, in response to the population growth projected over the next 30 years that will significantly affect our travel behavior and thereby, air quality.

The following observations were discussed.

1. Land use decisions impact transportation system through generation of new travel trips.

Example: New commercial development attracts trips to an area as people travel to buy goods and services. Low density suburban development continues dependence on automobile travel.

2. Land use decisions can maintain or reduce reliance on automobile travel.

Example: If we increase residential and commercial use intensity around transit centers and major transit corridors, people will more likely take the bus to work if the transit system also provides additional frequency of service and parking is limited or expensive.

3. Demographic factors will impact the future transportation system irrespective of any new land uses that are approved.

Example: Changes in the number of people per household and household incomes can have significant impacts on travel with no changes in the number of housing units.

4. Land use decisions can encourage or discourage alternate modes of travel.

Example: Low density suburban development is not conducive to travel by alternative modes.

### **How does the SBCAG growth forecast compare with RIGS model results?**

The scope of the modeling that was completed for the Regional Impacts of Growth Study (RIGS) was limited to the south coast. All of the various scenarios developed by RIGS result in

increases in traffic. Of note is that RIGS looked out to 2040, whereas the SBCAG forecast is out to 2030. Table 1 summarizes the RIGS scenarios and compares them to the forecast used for and generated by the travel model.

**Table 1  
Comparison of SBCAG South Coast forecasts and RIGS scenarios**

| Characteristic                              | Commercial/<br>Retail/<br>Industrial<br>Sq. Ft. | Housing | Traffic (ADT) |           |          |
|---|---|---------|---------------|-----------|----------|
|   |   |         | Las Positas   | Sheffield | Fairview |
| <b>RIGS (2040)<br/>Scenarios</b>            |   |         |               |           |          |
| No Growth                                   | 1 million                                       | 1,300   | 158,000       | 98,000    | 78,000   |
| Existing Policies                           | 10.2 million                                    | 10,700  | 180,000       | 110,000   | 90,000   |
| Widespread                                  | 12.3 million                                    | 19,400  | 185,000       | 117,000   | 95,000   |
| New Neighborhoods                           | 2 million                                       | 20,000  | 172,000       | 105,000   | 85,000   |
| Infill                                      | 1.5 million                                     | 15,000  | 162,000       | 103,000   | 82,000   |
| All Affordable                              | 1.5 million                                     | 15,000  | 162,000       | 100,000   | 80,000   |
|   |   |         |               |           |          |
| <b>SBCAG, RGF, Traffic<br/>Model (2030)</b> | 10 million                                      | 8,200   | 162,000       | 100,000   | 105,000  |

**What Options Exist to Address Linkage between transportation and land use within the timeframe of the 101 IM Project?**

A set of options to address the link between 101 IM alternative packages and land use were discussed. All agreed that the land use-transportation connection was an important element that needed to be conveyed to the decision makers and could serve to educate the public about the potential benefits of changes in land use. There was discussion about the extent to which this connection should be quantified and if so by what method. Some suggested that unless there was a quantification of benefit the policy recommendations would lack substance. Others indicated that a significant numeric change would create a situation where people would be adverse to any changes. One option of redesigning existing whole neighborhoods to further improve the use of alternative modes of transportation was advanced but not pursued due to controversy and length of time to implement. The following options emerged following the discussions.

**1. Literature Review**

Scope: Summarize land use actions that facilitate and inhibit use of measures in each of alternative packages. Example: Intensification of land uses within one-half mile of a rail station will facilitate pedestrian and transit access to and from station.

Reference was made to the Nelson/Nyggard study on the benefits of transit oriented development and other “Smart Growth” mechanisms that impact travel behavior.

**2. Develop conceptual alternatives, including land use/transportation policy actions,** among other alternatives, that will consider:

- Proximate development of commercial centers to residential areas
- Integrated alternative and multi-modal centers,
- Designated automobile-free enterprise zones
- Increase densities

Note: This is the PB Scope of Work for this issue.

**3. Literature Review and Off-model quantification/estimation of trip changes for each alternative modes based on land uses.**

Scope: Above plus quantitative estimates of impacts of alternatives on land use and impacts of land use on alternatives. Example: To impact the market for commuter rail, local jurisdictions would have to consider increasing the densities around rail stations by a factor of  $x$ . and include other quantifiable factors to support the commuter rail market. Likewise, intensification of land uses within one-half mile of transit centers and along transit corridors will facilitate transit use. Existing vs. forecasted parameters could include type of trips (auto, transit, bike/pedestrian; transit share of work trips; total transit trips, VMT per household; vehicle minutes of travel per household; percent travel time in heavy congestion; increase in transit service frequency; capital and operating costs of transportation improvements; vehicle emissions per capita.

**4. Significantly revise the employment and housing growth inputs to SBCAG model to assess impacts on travel**

Several options were evaluated within this framework because the subcommittee realized that to have a significant impact on trip generation and allocation of trips to alternative modes there would have to be a significant change in future land uses. So the discussion ranged from reducing or limiting job growth, significantly increasing housing opportunities around transit corridors, rail stations, and other transit collection areas, including underutilized areas, among other options

To assess the magnitude of the impacts the subcommittee is recommending an initial evaluation of the travel model traffic outputs following the use of significantly different inputs to new housing and job growth. The committee recommends development of a scenario that assumes that there is no new commercial or housing development on vacant land. New socioeconomic growth assumptions between 2000 and 2030 would only be due to the following factors: development between 2000 and 2005, development that is in the pipeline, e.g., approved but not yet built, increase in household size, increase in employment density, and increase in external traffic. The results of this output would be compared to the results of the existing traffic model output to identify the impact of new land use development on regional traffic growth.

**STAFF CONTACT:** Michael Powers

## **ATTACHMENTS**

Attachment 1, Summary of SBCAG Growth Forecast

Attachment 2, Examples of Alternative Development Scenarios to Assess Impacts of changes in Socioeconomic Assumptions on Transportation

**Attachment 1  
Summary of SBCAG Growth Forecast**

**Table 1-1** summarizes the 2030 demographic growth forecast for Santa Barbara County. Total population is projected to increase from 399,000 in 2000 to 521,000 in 2030, representing an increase of approximately 30%. Similarly, the total number of households is projected to increase from 136,600 to 166,600, a 22% increase and employment (total employment is used in the model vs. the RGF wage and salary employment) is projected to increase from 200,300 to 278,500, a 39% increase respectively. Among the five major employment categories, the service sector, which represents the largest employment category, is expected to grow approximately 40% by 2030 whereas the industrial sector is expected to double the employment for the same period.

**Table 1-1  
2030 Demographic Forecast, Santa Barbara County**

| <b>Parameter</b>        | <b>2000</b>    | <b>2030</b>    | <b>% Incr.</b> |
|-------------------------|----------------|----------------|----------------|
| Population              | 399,000        | 521,000        | 30.4%          |
| Households              | 136,620        | 167,031        | 22.3%          |
| Employment              | 200,332        | 278,522        | 39.0%          |
| <b>Employment</b>       |                |                |                |
| Office                  | 14,222         | 15,568         | 9.5%           |
| Industrial              | 20,377         | 44,813         | 119.9%         |
| Service                 | 86,843         | 121,209        | 39.9%          |
| Commercial              | 63,179         | 75,799         | 20.0%          |
| Agricultural            | 15,711         | 21,133         | 34.5%          |
| <b>Total Employment</b> | <b>200,332</b> | <b>278,522</b> | <b>39.0%</b>   |

The forecast used to generate new person and vehicle trips in the travel model is based on the SBCAG Regional Growth Forecast 2000 adopted by the board in March, 2002. The forecast is based on an assessment of demographic and economic growth trends generating new jobs, households, and population whose locations are constrained by the capacity of local land use plans (in effect during 2000) to accommodate future growth. This countywide growth potential from land use plans, using the year 2000 as a baseline, is significant; 33,000 potential units countywide and 30 million square feet of potential new industrial, commercial, and retail development.

**Table 1-2** summarizes the comparison of 2000-2030 population, households, and employment forecasts between the County and the South Coast. As a comparison, population, households, and employment on the South Coast represent approximately 50%, 54% and 61% of the county's totals in 2000, are forecast to increase by 21%, 13% and 38% respectively. Total South Coast employment is forecast to increase 38% by the year 2030.

**Table 1-2  
2030 Demographic Forecast, Santa Barbara County**

| Parameter                   | Countywide     |                |              | South Coast    |                |              | South Coast<br>as % of County |              |
|-----------------------------|----------------|----------------|--------------|----------------|----------------|--------------|-------------------------------|--------------|
|                             | 2000           | 2030           | % Incr.      | 2000           | 2030           | % Incr.      | 2000                          | 2030         |
| Population                  | 399,000        | 521,000        | 30.4%        | 201,000        | 240,300        | 19.6%        | 50.3%                         | 46.1%        |
| Households                  | 136,600        | 166,600        | 22.2%        | 73,700         | 82,000         | 11.0%        | 53.9%                         | 49.1%        |
| Employment                  | 200,300        | 278,500        | 39.2%        | 121,600        | 168,300        | 38.4%        | 60.7%                         | 60.4%        |
| <b>Employment</b>           |                |                |              |                |                |              |                               |              |
| Office                      | 14,200         | 15,600         | 9.7%         | 10,200         | 10,700         | 4.3%         | 72.0%                         | 68.4%        |
| Industrial                  | 20,380         | 44,800         | 119.9%       | 12,800         | 28,200         | 120.2%       | 62.9%                         | 62.9%        |
| Service                     | 86,800         | 121,200        | 39.6%        | 51,200         | 71,200         | 38.9%        | 59.0%                         | 58.7%        |
| Commercial                  | 63,200         | 75,800         | 20.0%        | 39,000         | 46,400         | 18.9%        | 61.7%                         | 61.2%        |
| Agricultural                | 15,700         | 21,100         | 34.3%        | 8,300          | 11,800         | 42.0%        | 52.9%                         | 55.9%        |
| <b>Total<br/>Employment</b> | <b>200,332</b> | <b>278,500</b> | <b>39.0%</b> | <b>121,624</b> | <b>168,276</b> | <b>38.4%</b> | <b>60.7%</b>                  | <b>60.4%</b> |

**How does the SBCAG growth forecast compare to the build-out potential of local general plans?**

The SBCAG growth forecast that was adopted in March, 2002 was based on General Plans that were in place at that time, using the cities and the County General Plan build-out estimates. Since Goleta was just incorporating as the forecast was being finalized the County land use designations were used for Goleta. Table xx summarizes the commercial-retail-industrial (combined) and residential build out potential in effect at the time, circa 2000-01, and compares it to recent changes in residential build-out estimates due to the updates of the state mandated Housing Element.

**Land Use Inventory**

**Table 1-3** contains the buildout estimates for residential housing units that are used as constraints in the SBCAG forecast model. The sources of land use data are cited in the table.

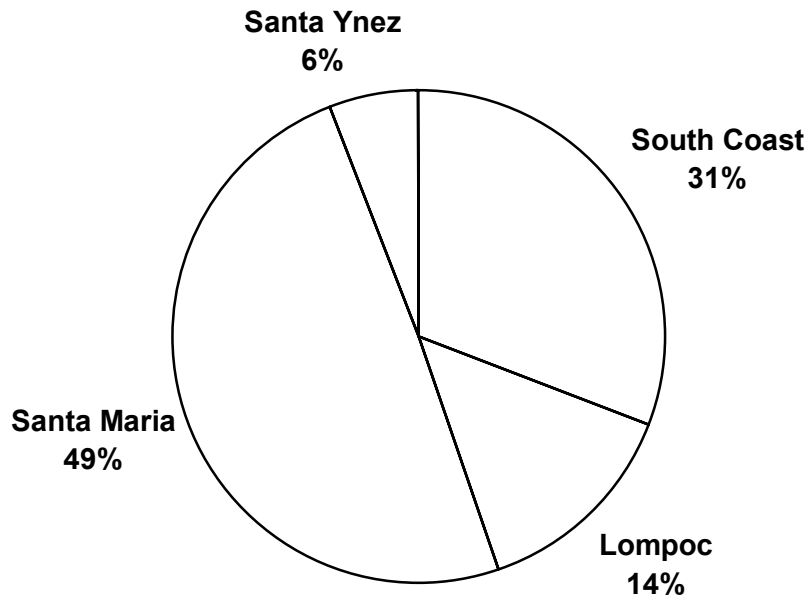
**Table 1-3  
Theoretical Potential Additional Residential Units, At "Buildout"**

| <b>Subregion</b>             | <b>Maximum<br/>New Residential<br/>Units</b> | <b>Source</b>   |
|------------------------------|--|---|
| <b>South Coast Subregion</b> | 8,900  | Total   |
| City of Carpinteria          | 250  | Draft General Plan Update, 2000. Confirmation with staff, Dave Durlinger, 2000.   |
| City of Santa Barbara        | 3,200  | Community Development Department 2000. Confirmation with staff.   |
| Carp. Unincorp. Area         | 800  | Toro Canyon Community Plan Draft 400 units. Summerland Community Plan 400 units   |
| SB Unincorp. Area            | 4,660  | Tax Assessors Inventory, 2000-2,400 units Goleta. UCSB 972 1 room apts. and 84-144 3 bd. units. Montecito, Mission Canyon, Los Positas, Gaviota, 600 units. |
| <b>Lompoc Subregion</b>      | 4,000  | Total   |
| City of Lompoc               | 2,490  | Housing Element, 1994. Confirmation with staff-Diana Delgadillo Sept. 2000.   |
| Lompoc Unincorp. Area        | 1,590  | Tax Assessors inventory, 2000.  |
| <b>Santa Maria Subregion</b> | 14,200                                       | Total   |
| City of Santa Maria          | 6,850  | Land Use Report, 1999. Confirmation with staff-Bill Shipsey.  |
| City of Guadalupe            | 550  | September 2000, Confirmation with staff-Tod Brussard  |
| SM. Unincorp. Area           | 6,570  | Tax Assessors inventory 2000. Note 1998 Orcutt newsletter shows 5,587 units.  |
| Guad. Unincorp. Area         | 250  | Regional Growth Forecast 94   |
| <b>Santa Ynez Subregion</b>  | 1,600  | Total   |
| City of Solvang              | 200  | February 2000, Confirmation with staff-Ray Severn   |
| SY Unincorp Area             | 790  | Tax Assessors Inventory, 2000.  |
| City of Buellton             | 700  | City of Buellton Urban and Economic Growth Report, February 2000  |
| <b>Cuyama Subregion</b>      | 1,900  | Regional Growth Forecast 94   |
| <b>County Total</b>          | 30,600                                       |   |

**Figures 1-1** graphically portrays the distribution of theoretical buildout capacity of 30,600 housing units countywide by subregion.

**Figure 1-1**

**Distribution of Housing Unit  
Theoretical Buildout Capacity,  
By Subregions,  
(30,600 Residential Units)**



**Table 1-4** contains the buildout estimates for commercial, retail, industrial land (in square feet). The sources of land use data are cited in the table.

**Table 1-4  
Potential Vacant Industrial, Commercial, and Retail Land  
At "Buildout" From RGF 2000**

| <b>Jurisdiction</b>          | <b>Potential Future Development Square Feet</b> | <b>Source</b>   |
|------------------------------|---|---|
| <b>South Coast Subregion</b> | 10,183,800                                      | Subregion Total   |
| <b>City of Carpinteria</b>   | 447,000   | General Plan Update, 8/2001   |
| <b>City of Santa Barbara</b> | 1,384,800                                       | Measure E inventory Update, 8/2001  |
| <b>Carp -Uninc.</b>          | 139,000   | Summerland Community Plan<br>No greenhouses included  |
| <b>SB –Uninc</b>             | 8,213,000                                       | Goleta Community Plan 1993<br>And Old Town Goleta<br>Redevelopment Plan.<br>City of Goleta-1998 Goleta<br>Valley Outlook at 2,438,000 |
| <b>Lompoc Subregion</b>      | 5,140,000                                       | Subregion Total   |
| <b>City of Lompoc</b>        | 4,269,000                                       | Staff update<br>Arleen Pelster, 8/2001  |
| <b>Lompoc –Uninc</b>         | 871,000   | County Staff, 1997  |
| <b>Santa Maria Subregion</b> | 11,574,000                                      | Subregion Total   |
| <b>City of Santa Maria</b>   | 6,523,000                                       | Staff update, Bill Shipsey<br>2001  |
| <b>City of Guadalupe</b>     | 1,742,000                                       | Staff update, Todd Brusard<br>2001  |
| <b>SM –Uninc</b>             | 3,309,000                                       | County 2030 Land and<br>Population Report-Valley total<br>less city estimates.  |
| <b>Guad./Cuyama-Uninc.</b>   | N/A   |   |
| <b>Santa Ynez Subregion</b>  | 2,688,000                                       | Subregion Total<br>Santa Ynez Valley Newsletter<br>2001-187 Acres   |
| <b>City of Solvang</b>       | 400,000   | Staff update, George Hanson<br>10/2001  |
| <b>City of Buellton</b>      | 1,650,000                                       | Staff update, Ray Severn<br>S.Y. Valley Newsletter total<br>Less City estimates.  |
| <b>SY-Uninc</b>              | 638,000   |   |
| <b>County Total</b>          | 29,585,800                                      |   |

Vandenberg Air Force Base and UCSB and the SY Indian Reservation are not included in this assessment since local land use controls do not apply.

For the nonresidential assessment the Tax Assessors database also provides raw acres for regional totals such as the Lompoc valley and Santa Ynez valley. The assessor’s data does not include vacant parcels less than 4 acres and underdeveloped parcels. This underestimates the amount of vacant land, especially in areas which most large parcels have already been built. As a result the previous RGF 94 data was updated and used for the RGF 2000 vacant land assessment. The following table is presented for comparison purposes. The RGF update estimates 32.8 million square feet vs. the Tax Assessors database 19.5 million square feet. This is a difference of 13.3 million square feet. The RGF vacant land inventory does not include federal lands such as Vandenberg AFB or the Federal Correctional Facility. Santa Barbara area includes the large vacant parcels located in the vicinity of the Santa Barbara Airport in the Goleta Valley but did not assume future changes at UCSB beyond capping student enrollment.

**Table 1-5**  
 Potential Vacant Industrial, Commercial, and Retail Land at “Buildout”  
 From Planning and Development Tax Assessors Data Base

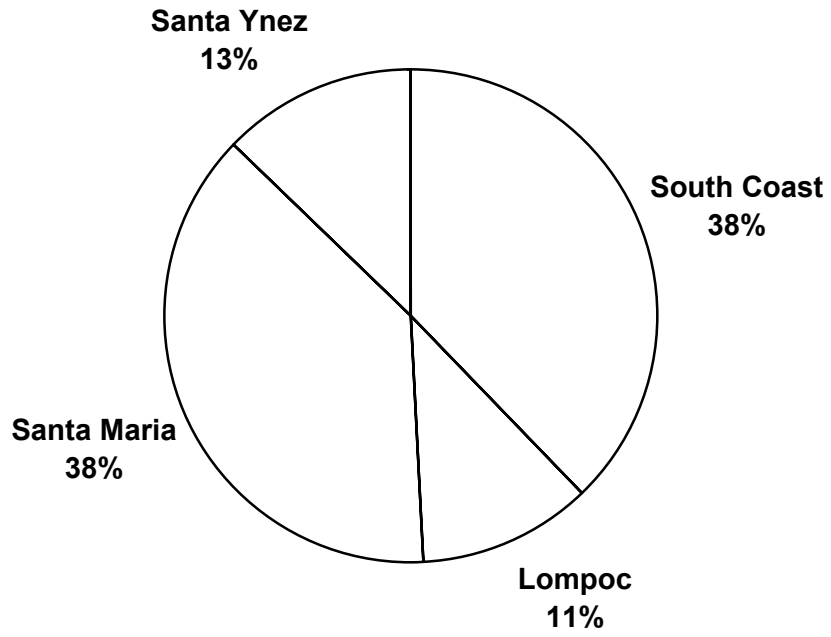
| <b>Subregion</b>             | <b>Available<br/>Square Feet/Raw<br/>Acres</b> |
|------------------------------|--|
| <b>South Coast Subregion</b> | 6,600,000/418                                  |
| Carpinteria Valley           | 1,000,000/69                                   |
| Santa Barbara Area           | 400,000/27*                                    |
| Goleta Valley                | 4,660,000/322                                  |
| <b>Lompoc Subregion</b>      | 431,000/30*                                    |
| Santa Maria Valley           | 9,800,000/684                                  |
| Santa Ynez Valley            | 2,700,000/187                                  |
| <b>County Total</b>          | 19,530,000/1,319                               |

\*Santa Barbara area includes the vacant land adjacent to the Municipal Airport in the Goleta Valley.

\*The Lompoc Subregion does not include any federal lands such as VAFB.

**Figure 1-2**

**Distribution of Non-Residential  
Theoretical Buildout Capacity,  
By Subregion,  
(33 million Square Feet)**



In the process of updating the local housing elements there is an assessment of residential building opportunities. For some jurisdictions the housing element is not yet adopted or available for review. In these cases, the most recent assessment of residential building capacity was extracted from SBCAG's Regional Growth Forecast. This information can be used to determine future housing potential for Santa Barbara County. The most recent tabulation shows 24,900 units countywide 8,100 less than the 33,000 potential units as describe in the RGF 2000.

**Table 1-5**

**SBCAG Assessment of Residential Building Capacity  
for Santa Barbara County Jurisdictions, 2004 estimate**

| <b>Santa Barbara County Jurisdictions</b> | <b>Building Capacity</b> | <b>Source</b>                   |
|---|--------------------------|---------------------------------|
| City of Carpinteria                       | 670                      | SBCAG Regional Growth Forecast  |
| City of Santa Barbara                     | 2,478                    | Housing Elem. P. 111 Feb 2004   |
| Goleta                                    | 1,400                    | SBCAG Regional Growth Forecast  |
| City of Lompoc                            | 2,566                    | Housing Elem., P. 81 Nov 2003   |
| City of Santa Maria                       | 5,664                    | Housing Elem. P. 2-13 Nov 2003  |
| City of Guadalupe                         | 550                      | SBCAG Regional Growth Forecast  |
| City of Solvang                           | 493                      | Housing Element                 |
| City of Buellton                          | 2,209                    | Housing Elem. P 14, Jan 2004    |
| Unincorporated Total                      | 8,906                    | Housing Elem. P 116, March 2004 |
| County Total                              | 24,900                   |                                 |

## **Attachment 2**

### **Examples of Alternative Development Scenarios to Assess Impacts of Changes in Socioeconomic Assumptions on Transportation**

If the results of the preliminary analysis are found to be significant, two different scenarios were proposed by the subcommittee. The subcommittee believed that use of the RIGS model scenarios should be considered since these were out for public review.

Option 4 A. Significantly increase housing growth based on the housing growth assumptions for the Regional Impacts of Growth Study (RIGS) "Infill" scenario. This would retain the forecast employment growth assumptions in the SBCAG model but double housing growth by 2030. However, this "doubling" of housing growth would still be within existing limits of local plans and policies and the most recent RHNA numbers. Overall housing growth between 2000 and 2030 would be 15,000 vs. 8,200 units. All units would be allocated to the South Coast Infill sites identified for the RIGS study. Units would not be reallocated from another area of the County and so the Countywide total housing units will increase by 6,800 units. This Housing Growth/Transit Oriented Design (TOD) option would reallocate the RGF 2000 socioeconomic model housing and population inputs to designated areas developed by the Regional Impacts of Growth Study.

Option 4 B. Significantly reduce employment growth and significantly increase housing based on the RIGS "Infill" scenario, plus some additional employment due to increases in employment density. This scenario would significantly reduce the employment growth forecast by 2030 for the South Coast and the County as a whole since the difference between the SBCAG forecast and the RIGS growth scenario would not be reallocated to another area of the County.

It would be most efficient if just one forecast period be evaluated. The SBCAG model forecasts growth to 2010, 2020, or 2030. However, land use change takes a long time so the 2030 scenario is recommended. Some of the existing scenario's (Regional Housing Needs Analysis and Regional Impacts of Growth Study (RIGS etc) use other forecast periods that may need to be adjusted for model input.

**Table 2-1  
Summary of Options to Address Land Use Impacts On Transportation**

| OPTIONS | DESCRIPTION  | COMMENTS  | TIME                                      | COSTS  |
|---------|--|---|---|--|
| 1       | Literature Review  | Illustrates current state of the practice   | N.A.                                      | Within Scope   |
| 2       | Policy Analysis  | General assessment of the impact of changes in land use on transportation   | N.A.                                      | Within Scope   |
| 3       | Quantified Estimates   | Quantitative order of magnitude impacts of change   | Less than one month                       | Minor  |
| 4       | Model Revision based on no new development on vacant land  | Significant reduction in employment and housing growth  | SBCAG – one month, after start            | SBCAG – Implications to other work                             |
| 4A      | Model Increase Housing Growth, 15,200 new units vs. 8,200 now assumed in growth forecast                   | Quantitative estimate of impacts on trips and VMT<br><br>Need to determine additional units household income and transit use coefficient. | SBCAG - two months, Consultant, One month | Consultant – Under review                                      |
| 4B      | Model Lower Employment Growth, 1.5 million square feet new space vs. 10 million assumed in growth forecast | Quantitative estimate of impacts on trips and VMT   | SBCAG two months, Consultant, one month   | SBCAG – Implications to other work – Consultant - Under review |