

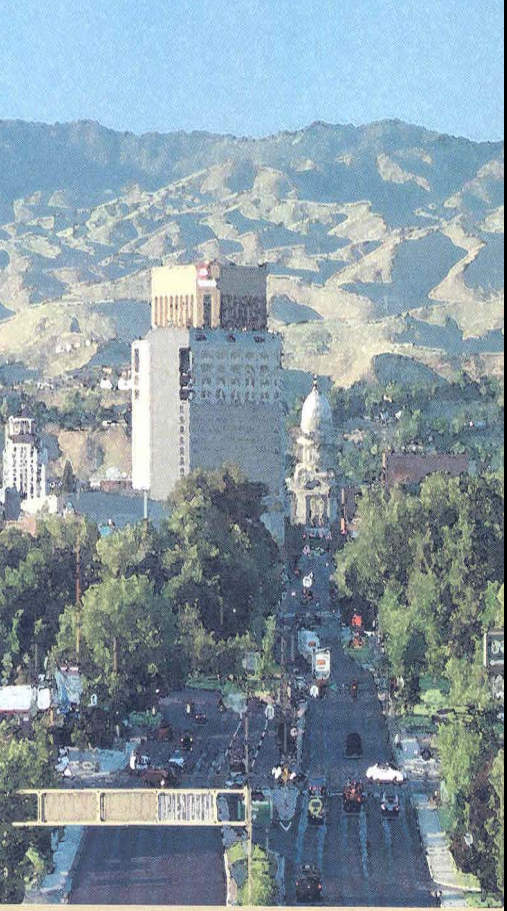
# Blueprint for Good Growth

## Consortium Workshop

April 6, 2006

BLUEPRINT for  
Good GROWTH

*Creating a Long-term Strategy for  
Our Community's Growth*

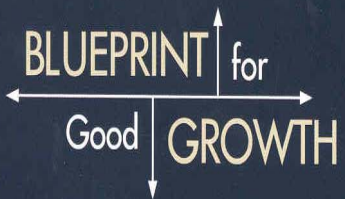


# Blueprint for Good Growth

Needed Guidance for Steering Committee/Phase 2

Participants' Issues and Comments

Recommended Commitments



# Steering Committee Recommendations

- Rural tier development should be limited/  
monitored
- Planned communities
  - Should be encouraged in cities and areas  
of impact
  - Annexation agreements should be required  
in some circumstances
  - Must be consistent with adopted plans
  - Will be monitored

# Steering Committee Recommendations

- Transit corridor densities require greater flexibility – BGG to provide guidance and models
- Open space discussion is pending County staff report
- Consistency is essential to effectively plan for growth

# Steering Committee Needs

- Should developments of regional impact be reviewed for consistency with transportation plans?
- Who should review DRIs?
- What effect should this review have?
- Should development outside of cities and areas of impact be limited?

# Plan Implementation

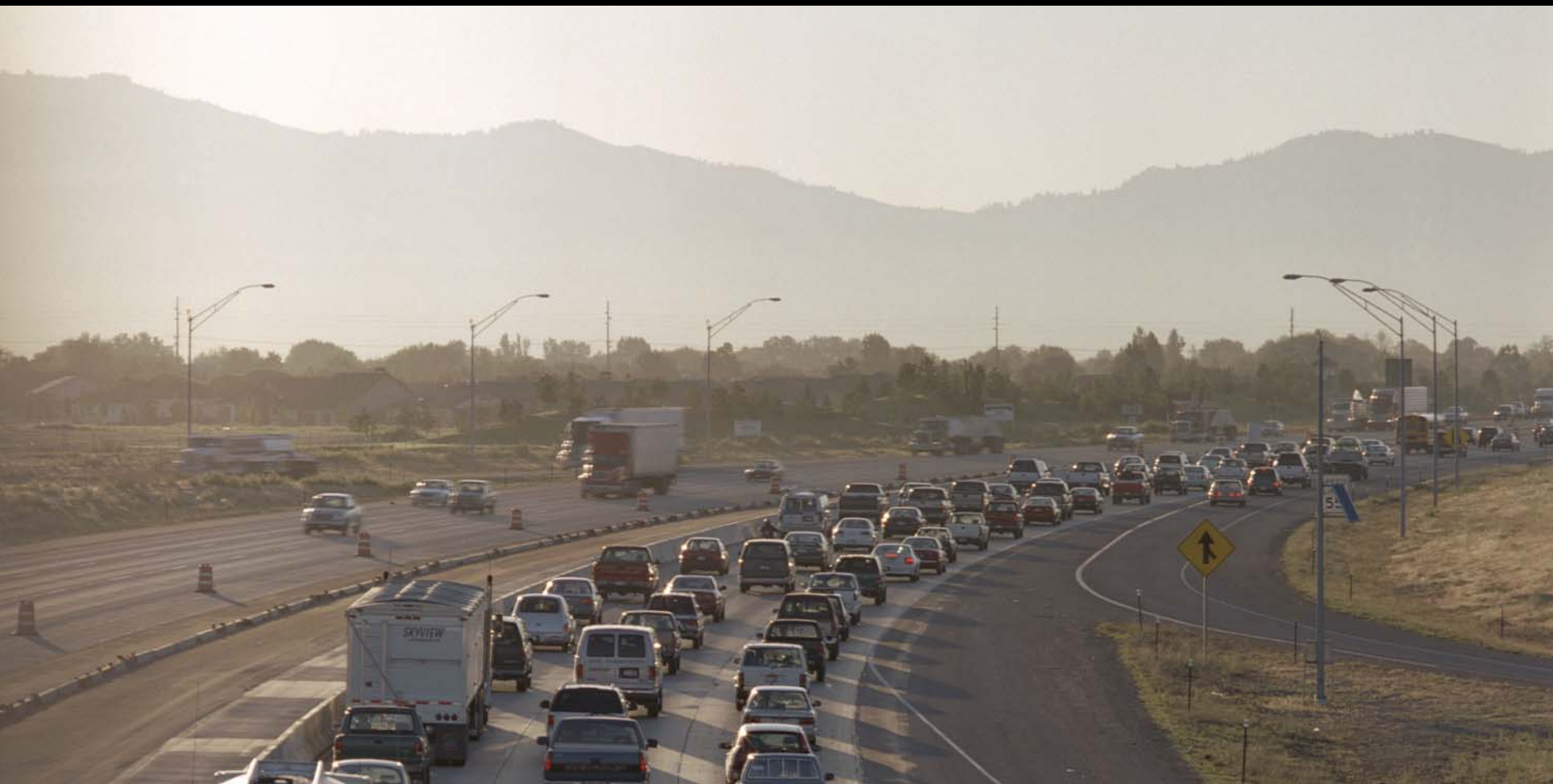
- Adequate public facilities requirements
- Increased predictability for desired development approvals
- TOD/Mixed Use models

# Segregated Land Uses Jobs : Housing Imbalance

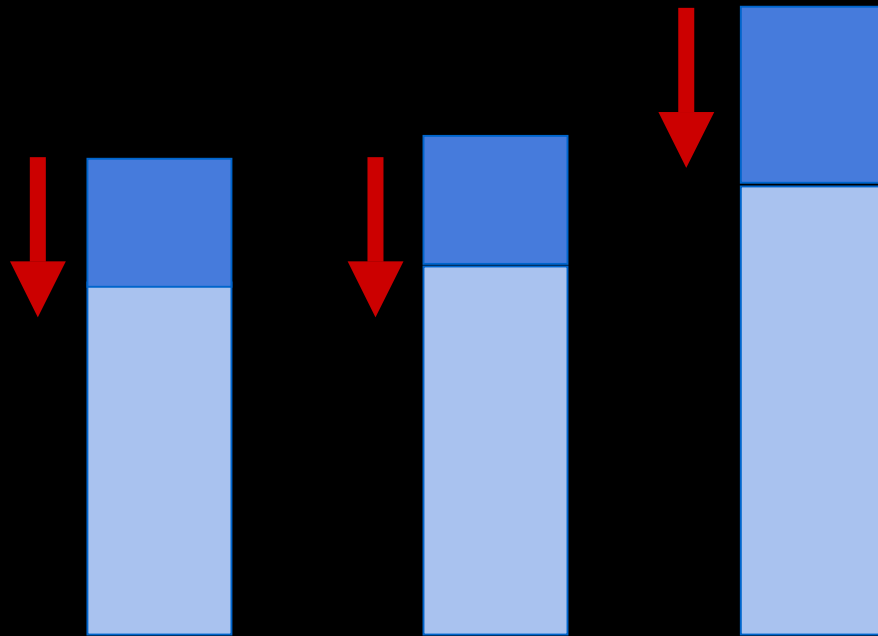




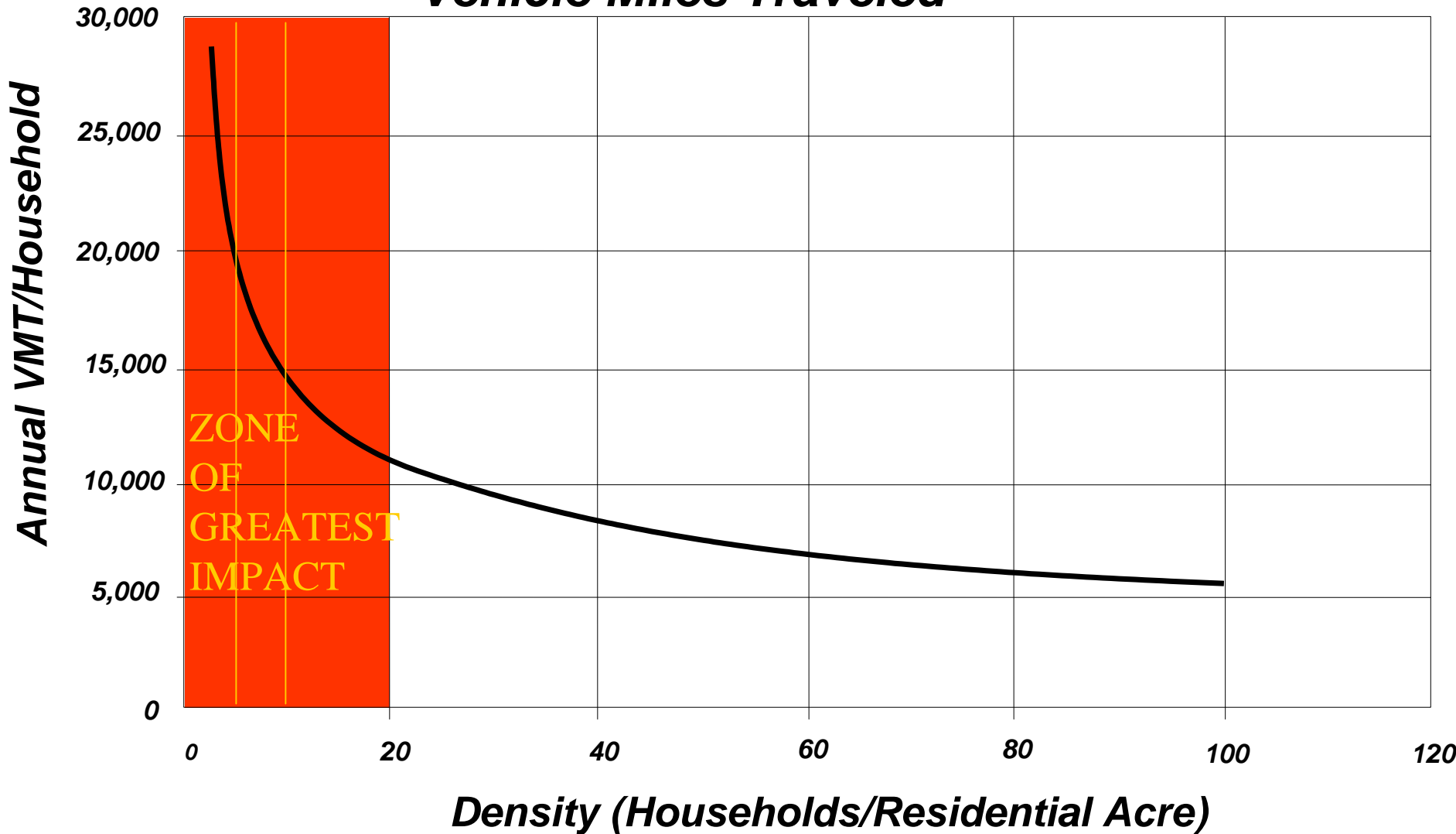
# Increased Commute Distances & Single Direction Commutes



# Goals of Land Use/ Transportation Coordination



# ***Relationship Between Household Density and Vehicle Miles Traveled***



Source: Holtzclaw, John *Using Residential Patterns and Transit to Decrease Auto Dependence and Costs*  
San Francisco: Natural Resources Defense Council, 1994.

# Elements of TOD/TND

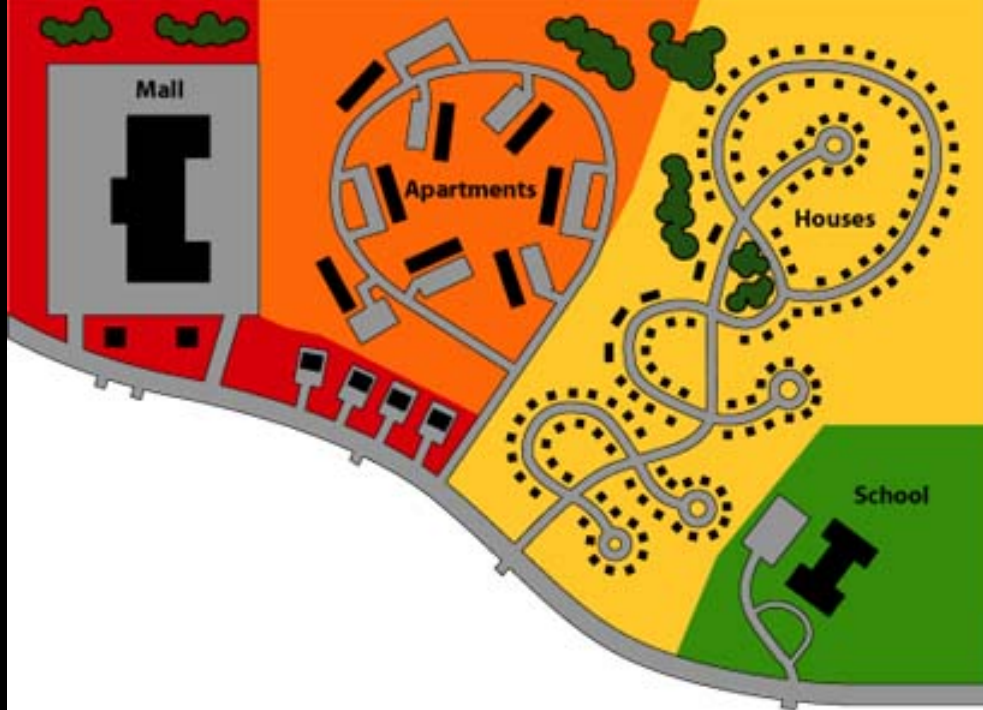
- Use
- Density
- Proximity
- Bulk / Setback / Area Controls
- Mixed Uses
- Grid Street System
- Urban Design

# Elements of TOD/TND

- Amount of development - minimum densities / intensities needed
- Type of development - mix of densities & uses
- Spatial relationships to facilities - walking distance - 1/4 mile
- Design relationships - TND concepts
  - walkable streets w/ amenities
  - maximum setbacks / build-to lines
  - parking caps

# Multiple Use





Transit  
supportive  
development



Interconnected  
street network  
means less traffic  
and less congestion

# Input from Consortium Members

- **Planned Communities**
- **Infill**
- **Transportation Issues**
- **Community/Business Involvement**
- **Environmental Review/Assessment**
- **Consistency**
- **Regional Approaches to Problems**
- **Annexation and Areas of Impact**
- **Adequate Public Facilities**
- **Blueprint Process**

# Recommended Commitments

- ACHD will serve already approved and planned development
- ITD and ACHD commit to conform CIP and design standards to BGG/CIM
- Cities & County agree to be consistent with their own comp plans and CIM/ACHD transportation plans
- Cities and County agree to revise development regulations and CIPs to conform with their own plans
- Cities will revise regulations to define neighborhood compatibility to include factors other than density
- Cities and ACHD should waive or reduce impact fees for infill and downtown projects

# Recommended Commitments

- County and cities agree to conform to BGG for planned communities through review of:
  - Cumulative impact of total build-out
  - Master transportation plan for build-out
  - Minimum net densities conform to BGG urban standards (mandatory cluster)
  - Mix of uses to be sustainable (reduced trip generation rates)
  - Funding of on- and off-site facilities and services at adopted LOS

# Recommended Commitments

- Planned communities encouraged in Areas of Impact through incentives (fee discounts, open space reductions, reduced LOS, reduced costs for infrastructure)
- Areas of Impact rationally related to 20-year CIP, which enlarges current areas of impact
- Annexation limited to Areas of Impact
- Cities shall establish appropriate definitions

# Recommended Commitments

- Valley Regional Transit should commit to BGG regional transit corridor policies including CIP to support corridor services
- Each member agrees to respect and honor the rights, responsibilities and jurisdictional authority of each member agency
- Consortium members agree to complete funding of BGG process and to work to ensure community and business support