

Growth, growth impacts, & planning for growth

April 18, 2006

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for the South Bay Salt Pond Restoration Project

outline

- ← Growth trends
- ← Consequences
- ← Alternatives?

Growth trends



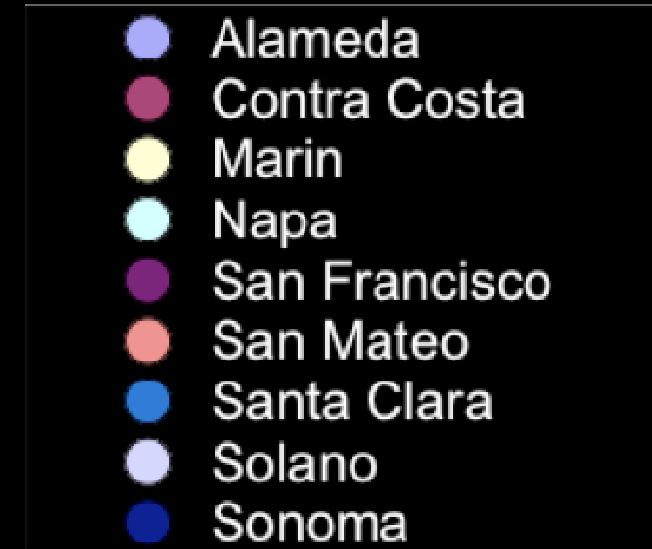
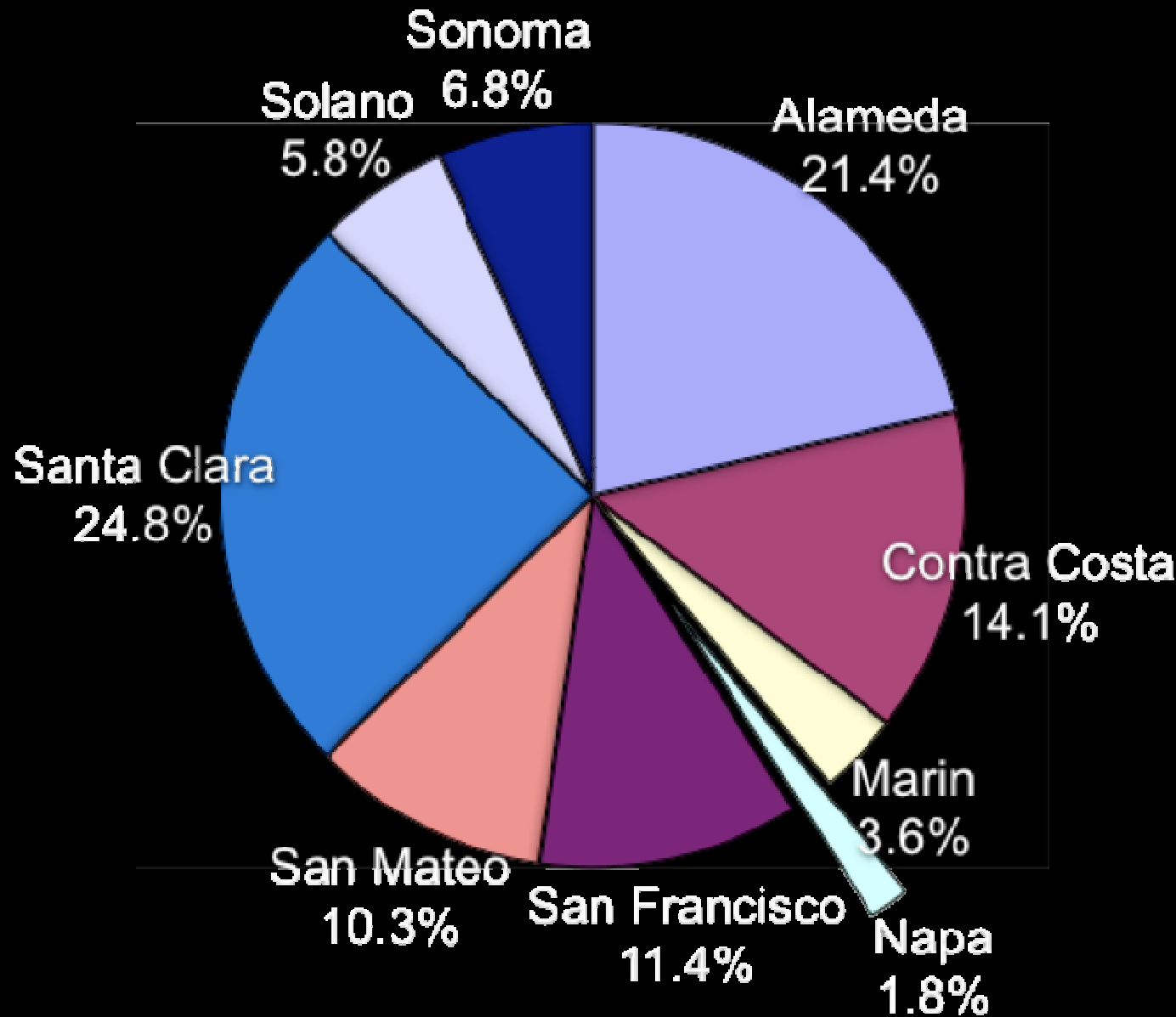
Overview through 2020

- 1 million new jobs
- 1 million more people (50% natural, 50% immigrants)
- 265,000 daily in-commuters to the region
- 150% increase in aggregate traffic congestion
- Conversion of up to 83,000 acres of currently undeveloped land

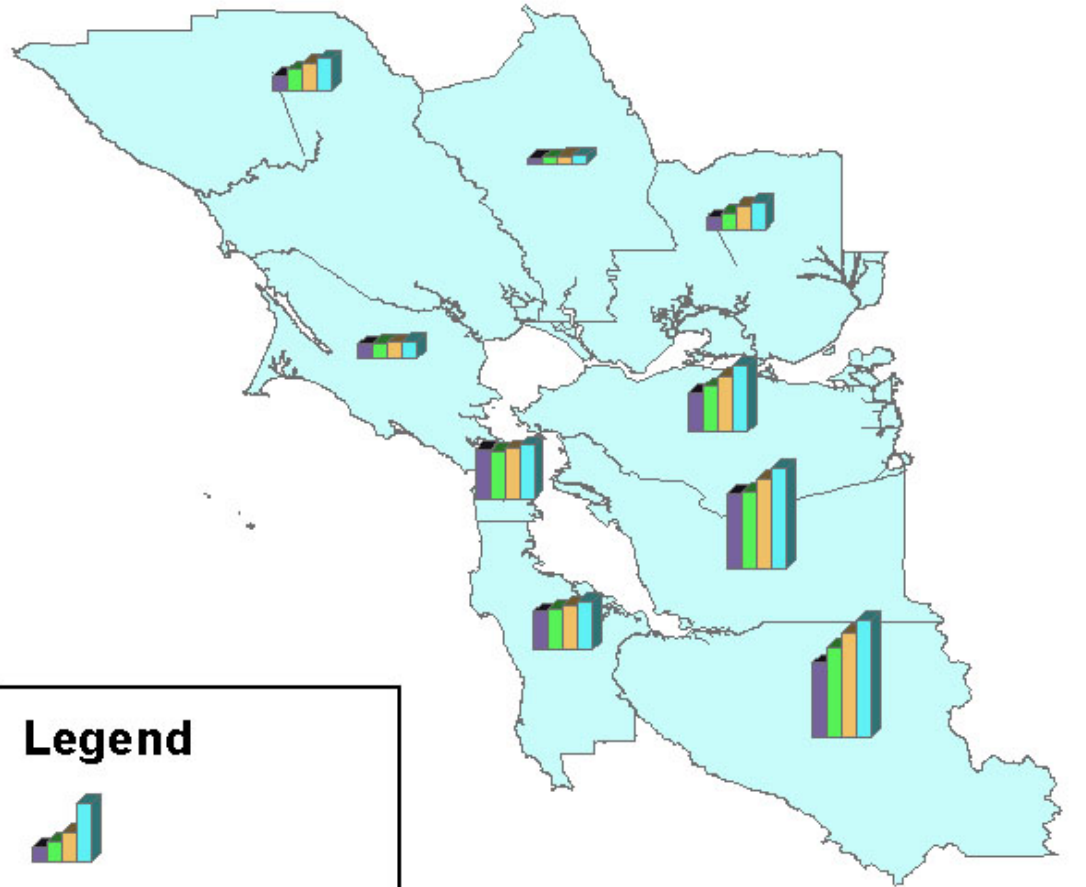
Population

Bay Area Counties by Population Shares

2003



County Population



Legend



- Population 1970
- Population 1980
- Population 1990
- Population 2000



0 10 20 40 Miles

San Francisco experienced the least growth consistently each decade.

It was the only county which reported an actual loss of population (1980 and 2003).

It experienced the greatest population increase since the 1940s between 1990 and 2000.

Santa Clara County had the most growth in terms of number of people.

Name	Total Population, 1970	Total Population, 1980	Pop. Change	Pct. Change	Total Population 1990	Pop. Change	Pct. Change
Alameda	1073164	1105378	32195	3	1278182	173803	15.7
Contra Costa	556349	656380	97991	17.6	802732	147352	22.4
Marin	208058	222562	13530	6.5	230088	7528	3.4
Napa	78140	99186	21058	27.1	110765	11566	10.4
San Francisco	715874	678884	-36710	-5.1	722888	4506	0.6
San Mateo	556254	587329	31095	5.6	646623	62294	10.6
Santa Clara	1064714	1206071	141357	13.3	1492677	286606	19.0
Solano	169041	235203	66262	39.2	340421	105218	44.7
Sutter	204865	299881	94796	46.3	382222	82341	20.8

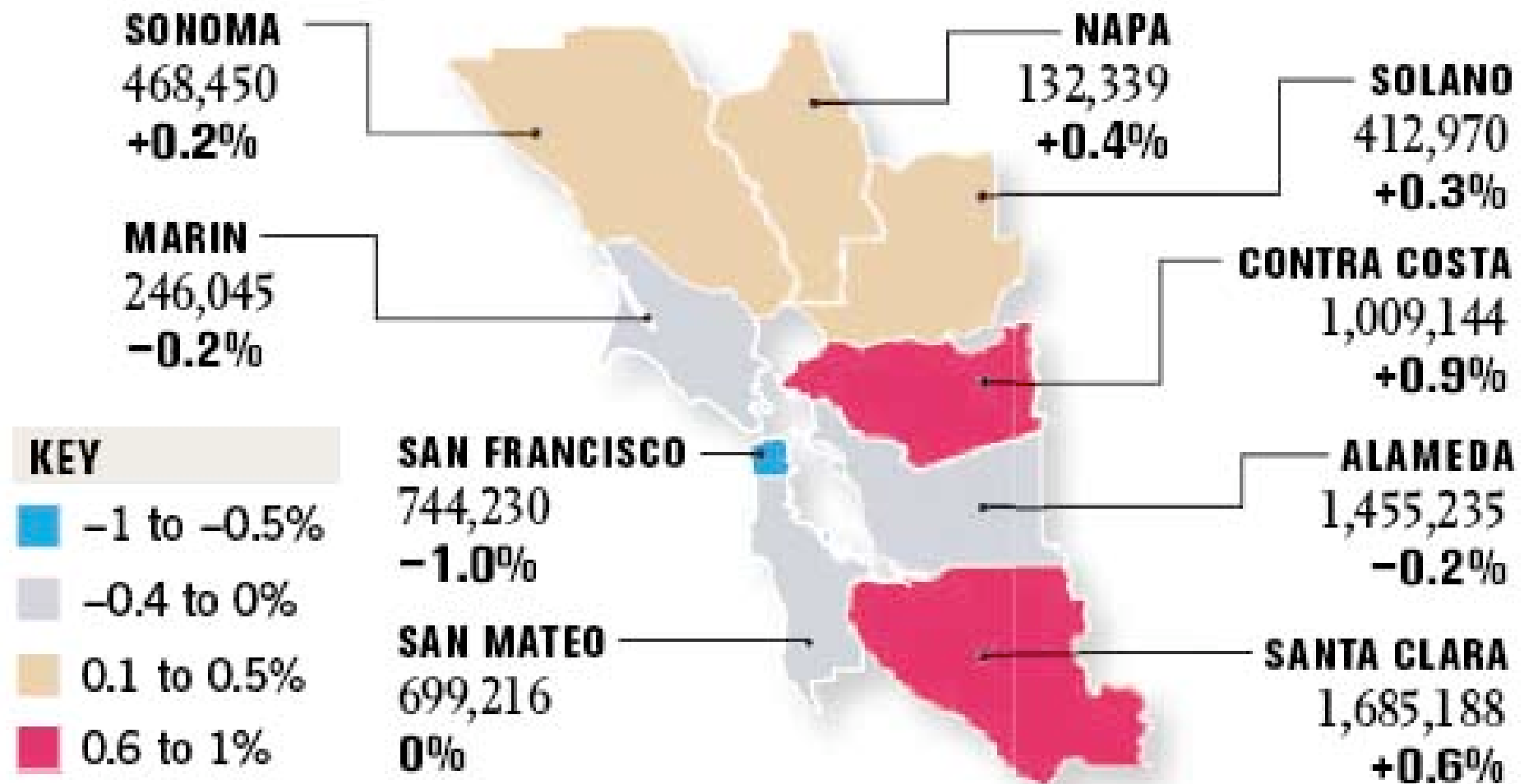
Growth rates, 1990-2002

Marin County	8.7%
San Francisco City/County	9.6%
San Mateo County	10.8%
Santa Clara County	15.1%
BAY AREA	15.9%
Napa County	16.5%
Alameda County	16.6%
CALIFORNIA	18.5%
Solano County	21.1%
Sonoma County	22.4%
Contra Costa County	23.1%

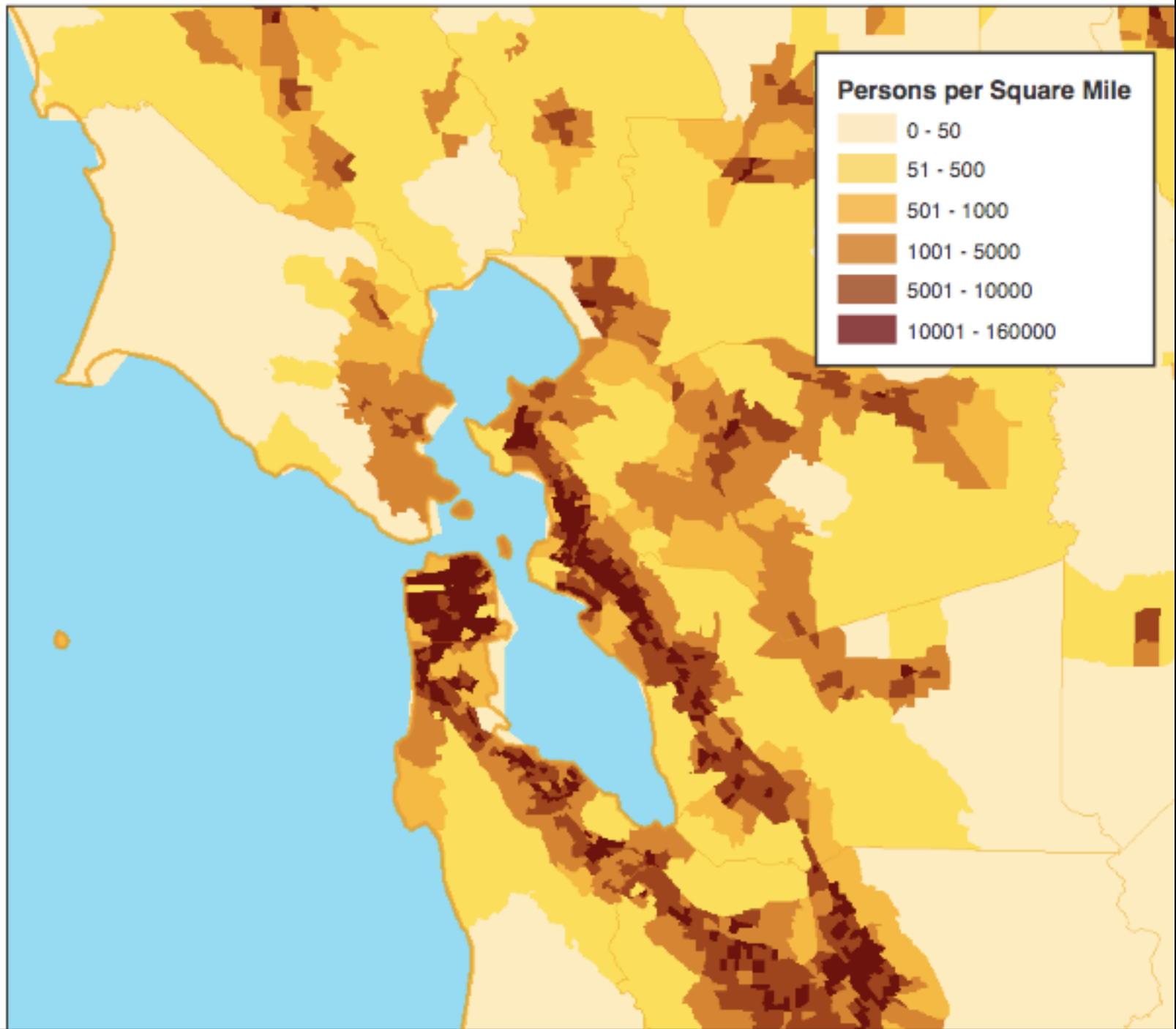
Population Change from 2003 to 2004

Population changes in Bay Area counties

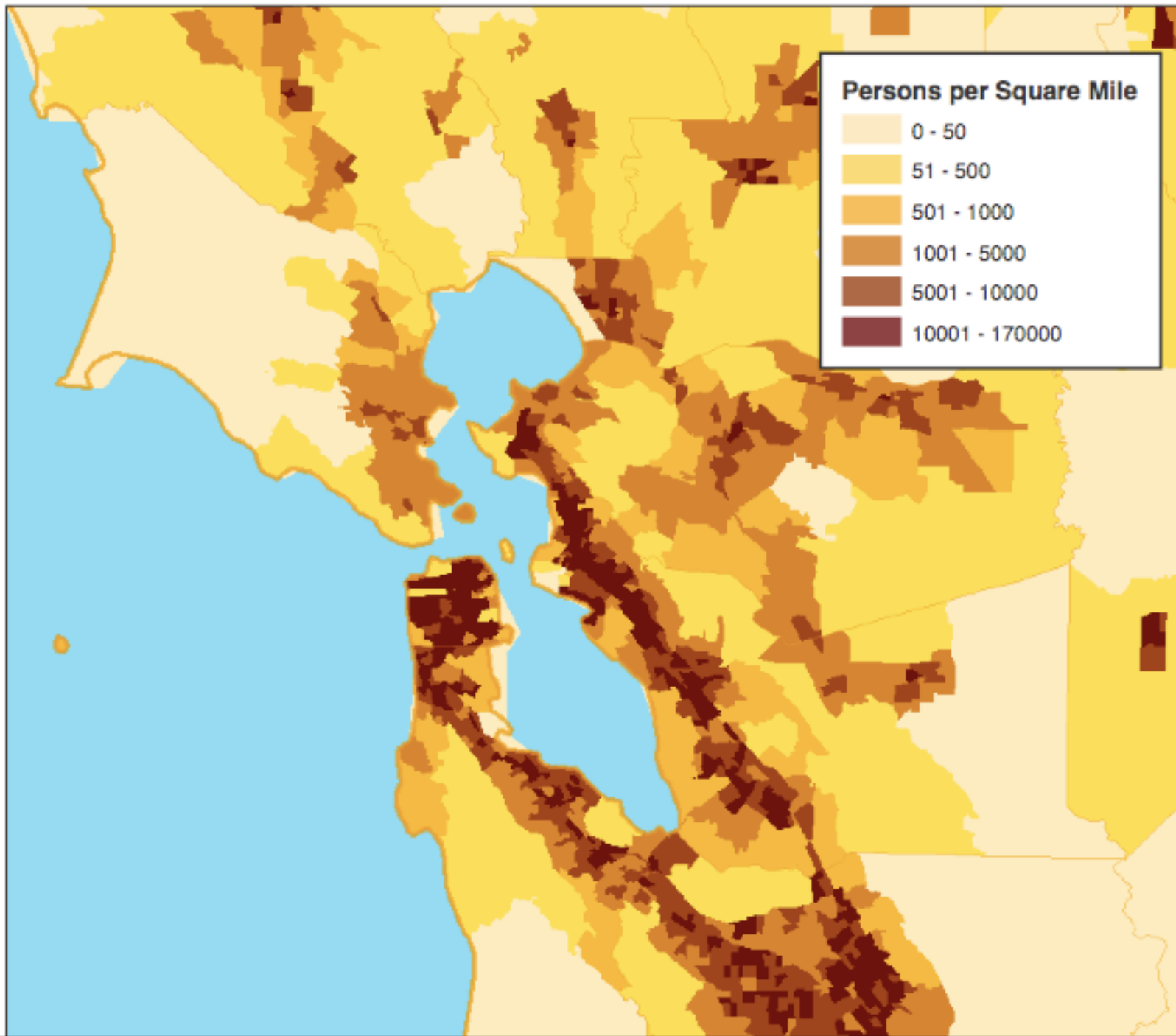
Estimated 2004 population and percent change from 2003



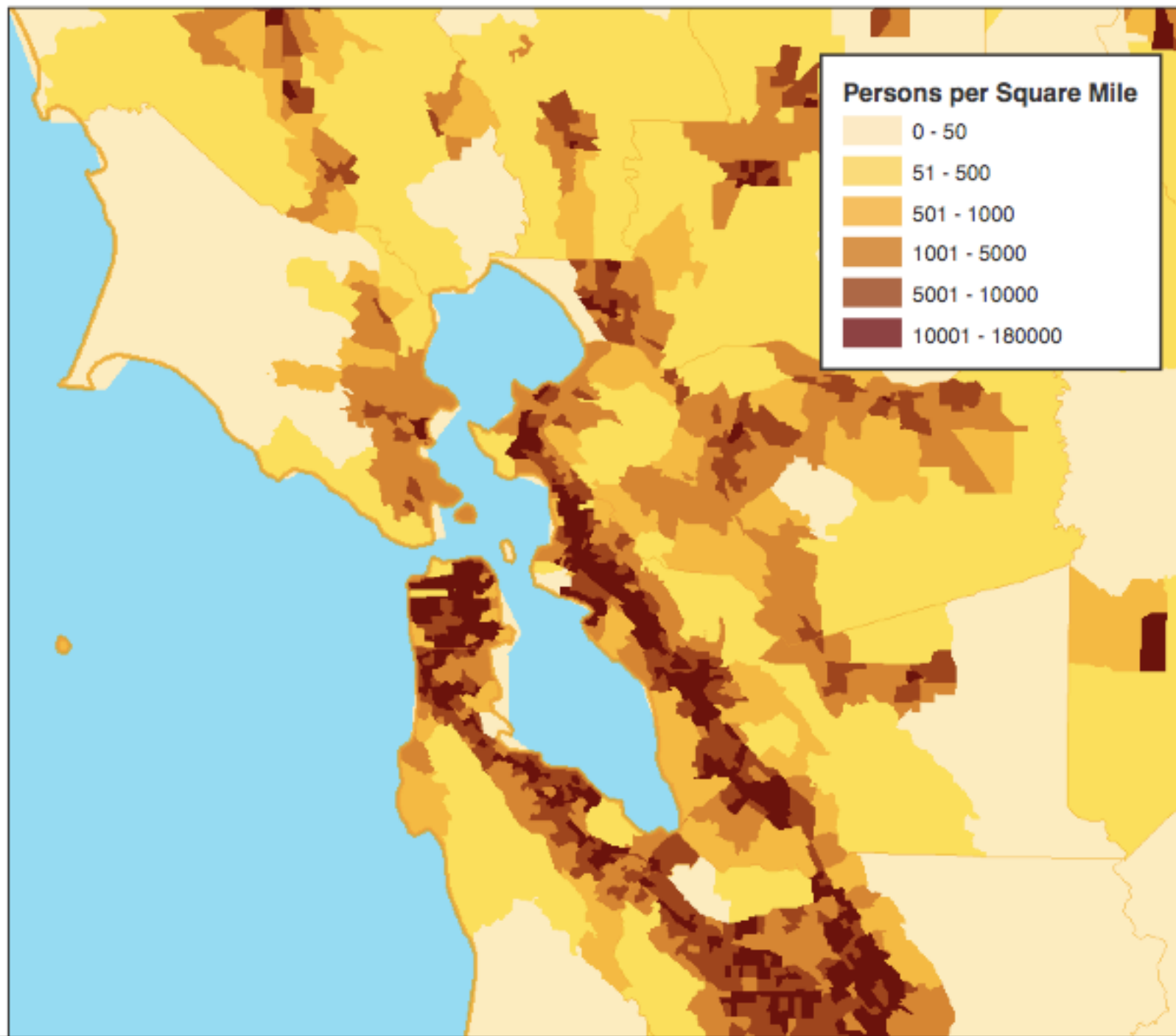
2000 Population Density Bay Area



2015 Projected Population Density Bay Area



2025 Projected Population Density Bay Area

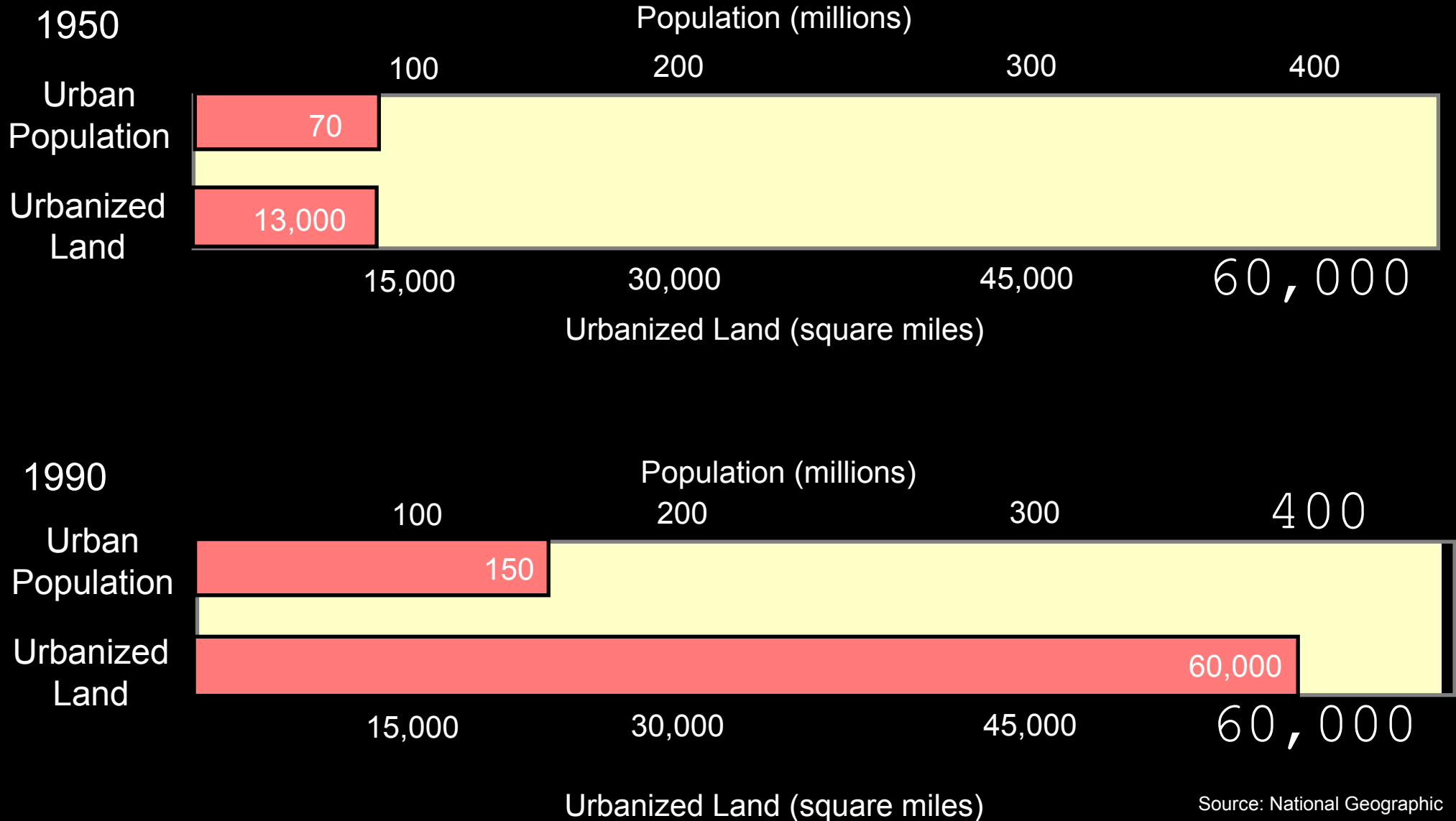


Consequences

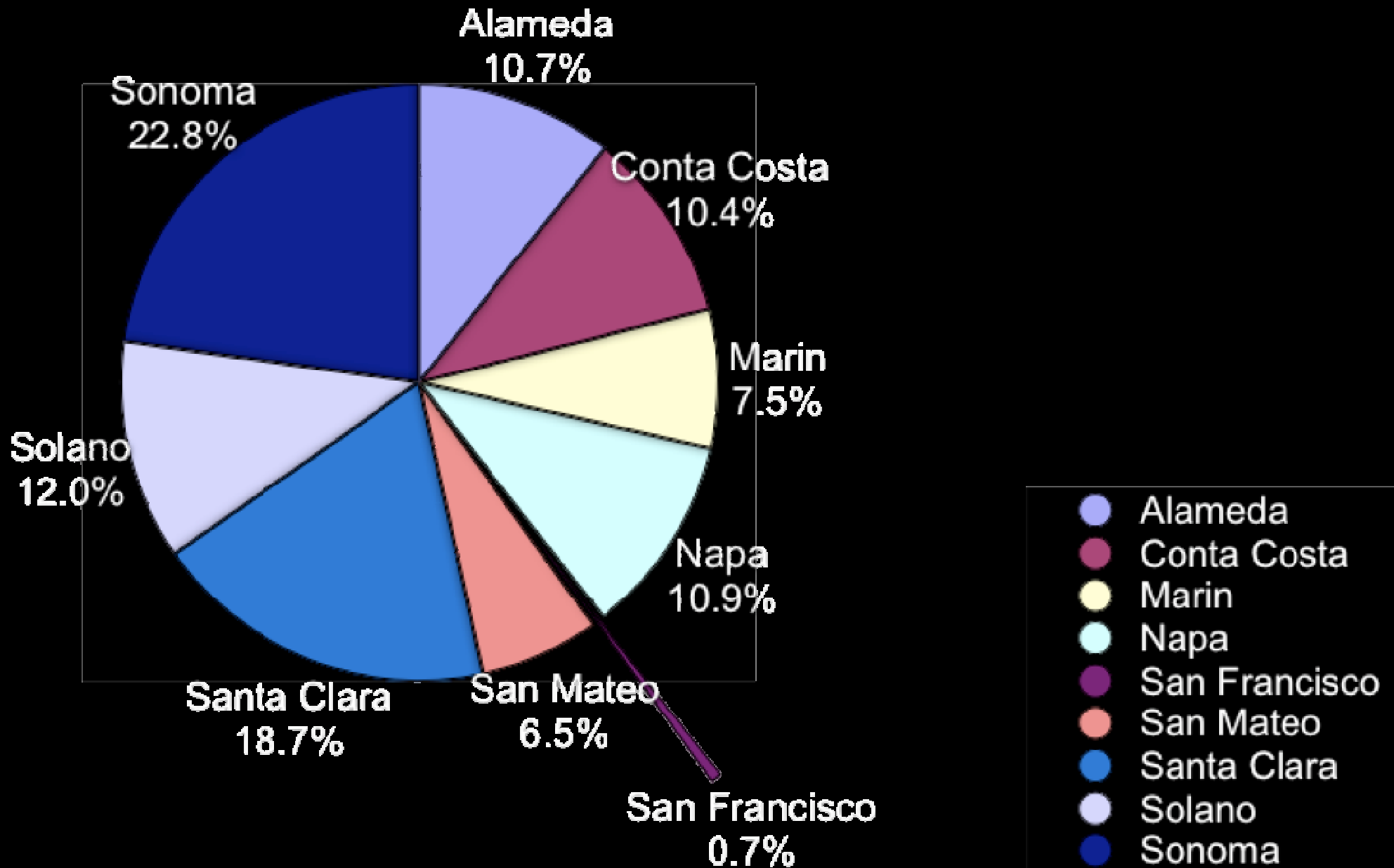
- Open Space and Agricultural Preservation
- Ecological Impacts
- Housing Availability and Affordability
- Traffic Mobility and Congestion
- Livability and Community Vitality
- Social and Economic Equity

OPEN SPACE PRESERVATION

Land has been urbanized 2 1/2 times faster than urban population has increased

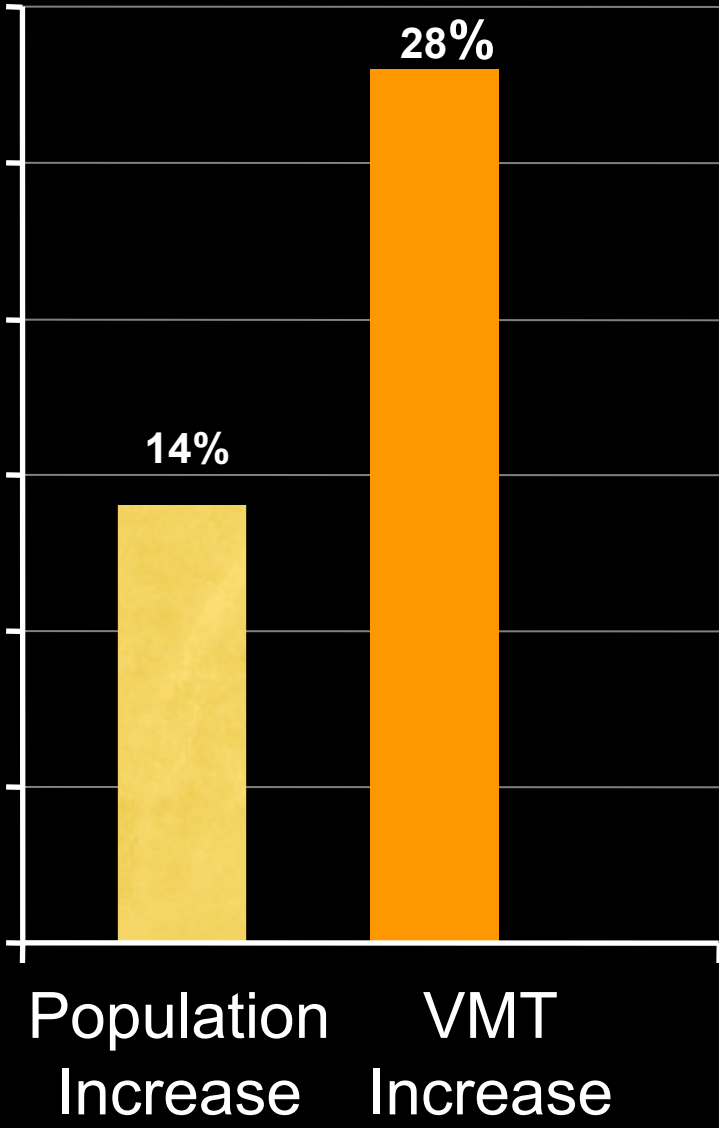


Bay Area Counties by Land Shares

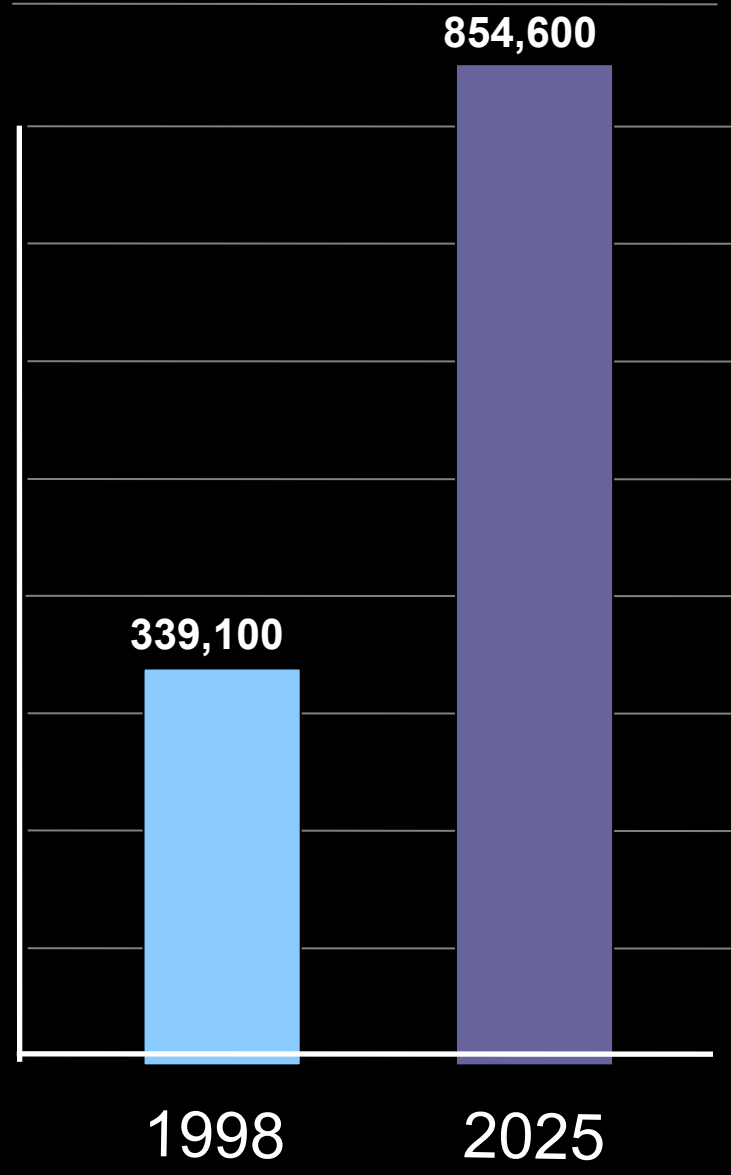


TRAFFIC MOBILITY AND CONGESTION

VMT Increasing Faster Than Population 2000-2020



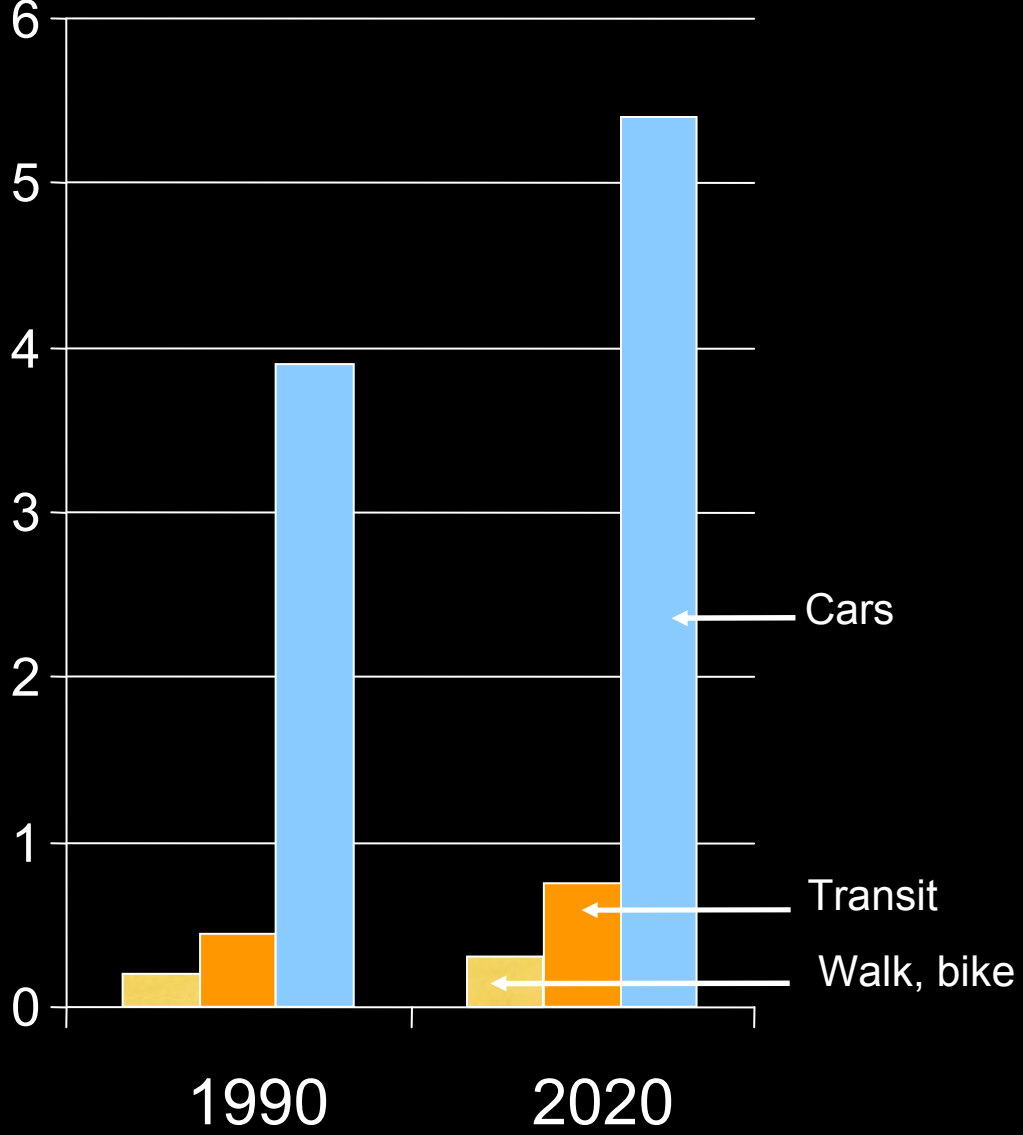
Vehicle-Hours of Delay 150% Increase



TRAFFIC MOBILITY AND CONGESTION

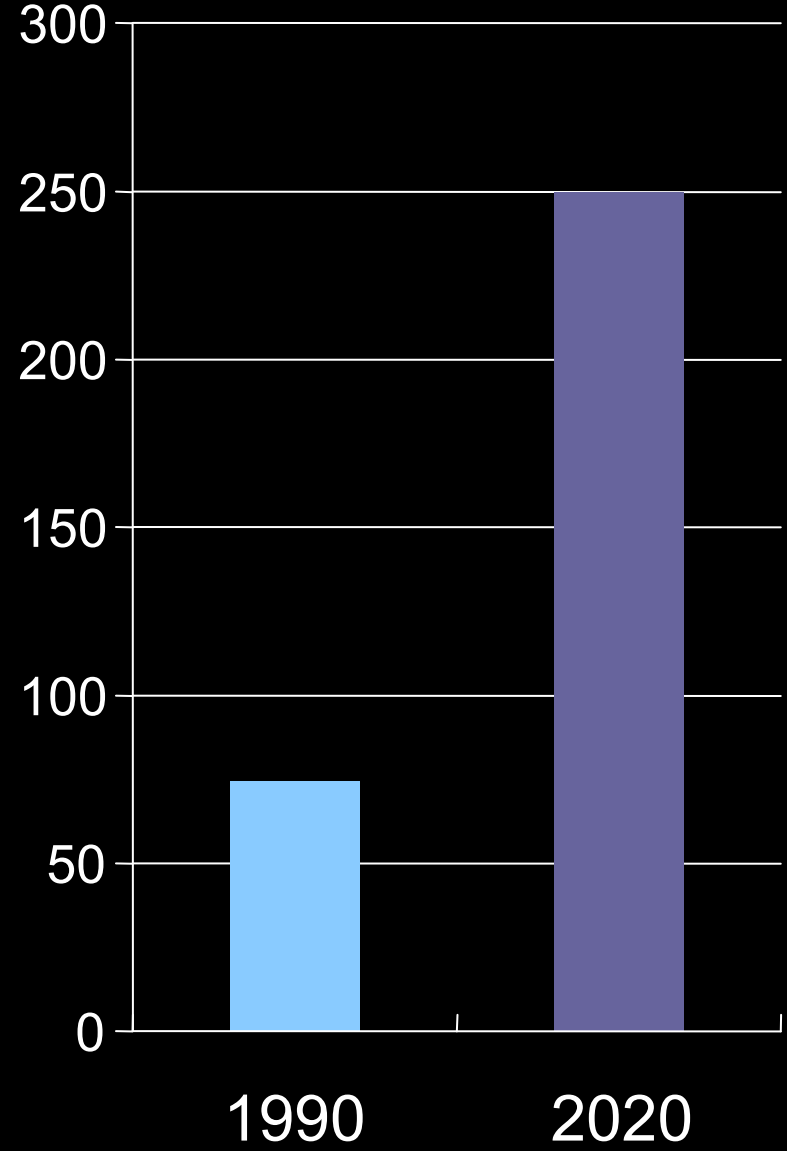
Commute Mode Split Remains Unchanged

(millions of trips/day)

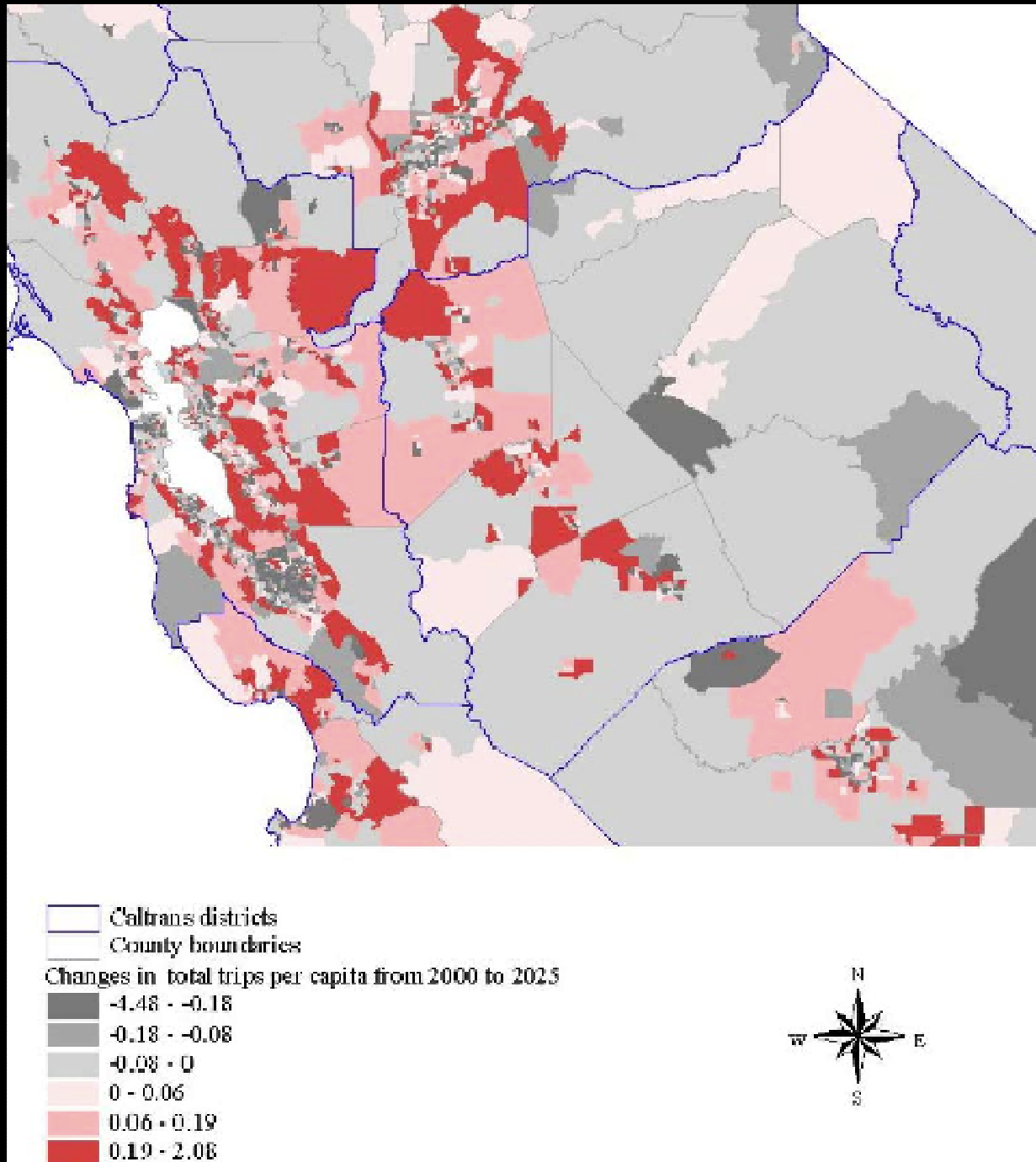


In-Commuters to Bay Area Increase

(thousands of persons/year)



- Changes in per capita trip taking, 2000-2025



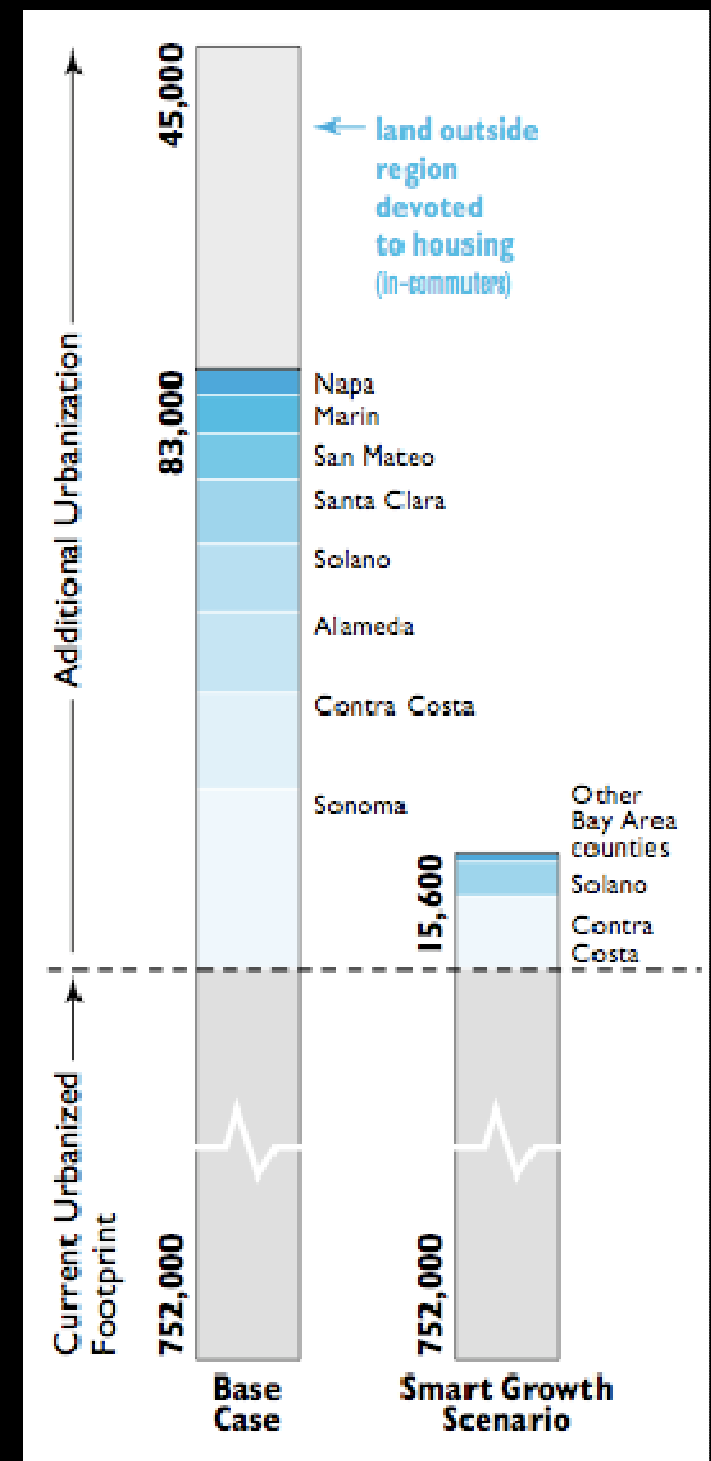
Alternatives?

Growth Choices

- Expand housing or constrain future job growth?
- Expand infrastructure to address runoff , other Bay contamination issues, and/or handle in-commuters?
- Get better handle on demographic assumptions of our neighbors (easy) Coordinate transportation investments in key corridors that cross or approach county boundaries (harder)
- Coordinate housing and/or employment planning and development in key travel corridors that traverse regional borders
- Find a smarter way to grow?

Smart Growth's three legs

- A. Comprehensive, integrated, forward-looking city planning -- a.k.a. the "rational" planning model
- B. A normative re-packaging of best practices for compact development -- a.k.a. the "new urbanism"
- C. A more inclusionary land governance process, but limited to those with the power to delay conventional deal making



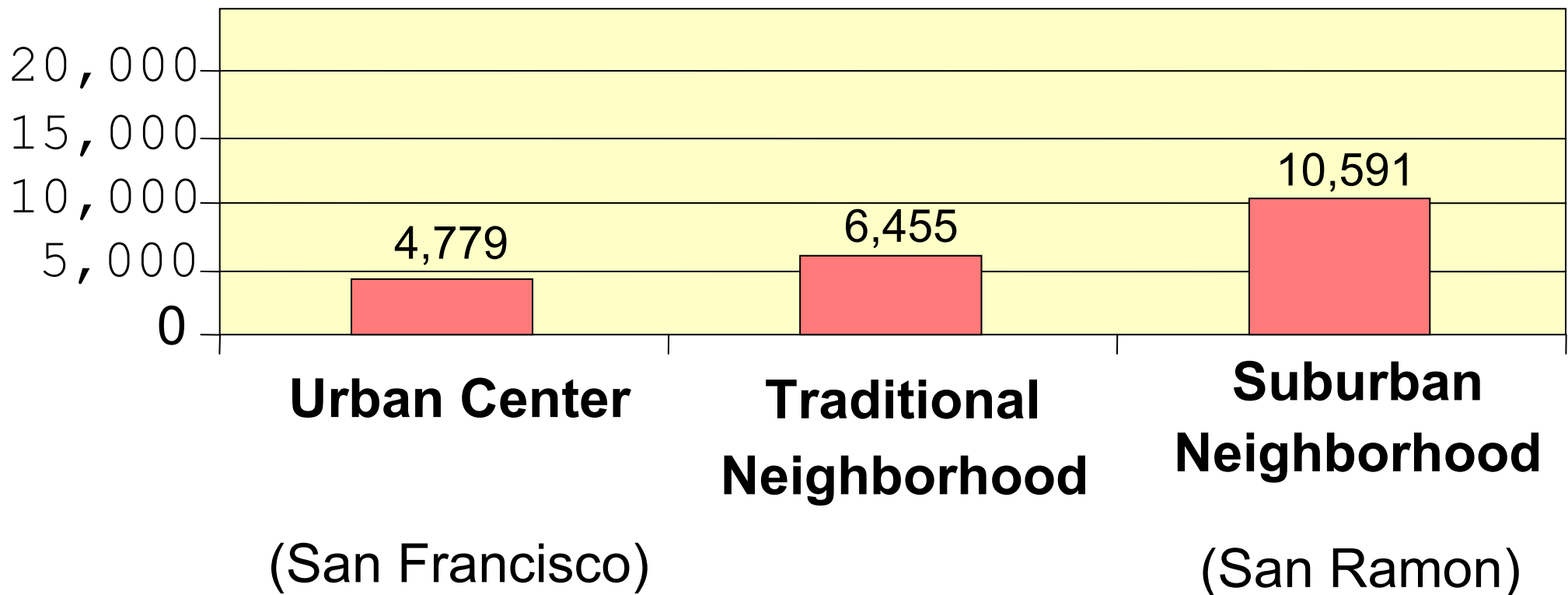
GREENFIELD DEVELOPMENT
(Acres converted in region by 2020)

Smart Growth Principles

- Efficiently accommodate projected growth.
- Provide sufficient affordable housing.
- Revitalize central cities and older suburbs.
- Reduce single occupant vehicle trips.
- Preserve open space and agricultural land.
- Foster equitable economic development while minimizing displacement.

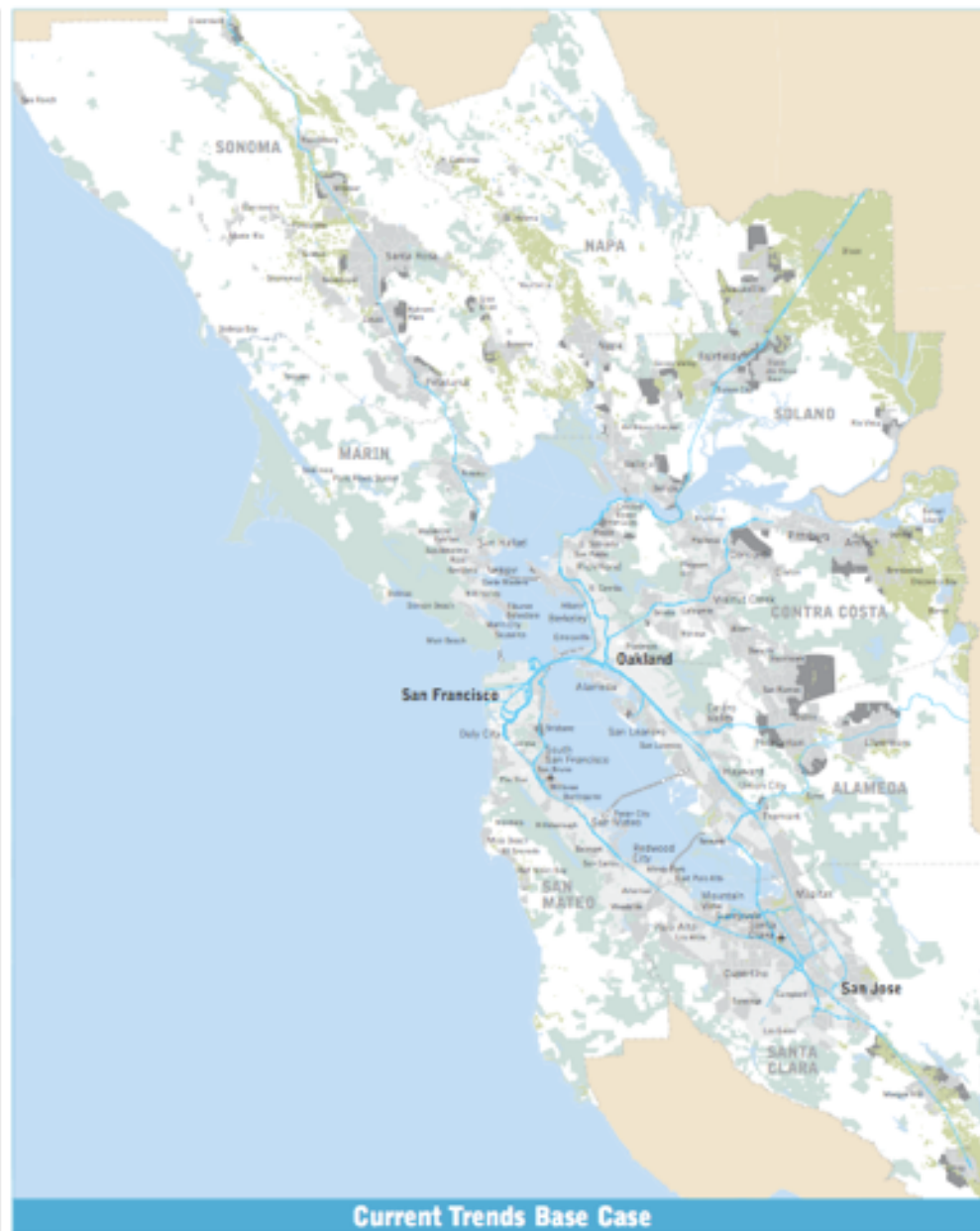
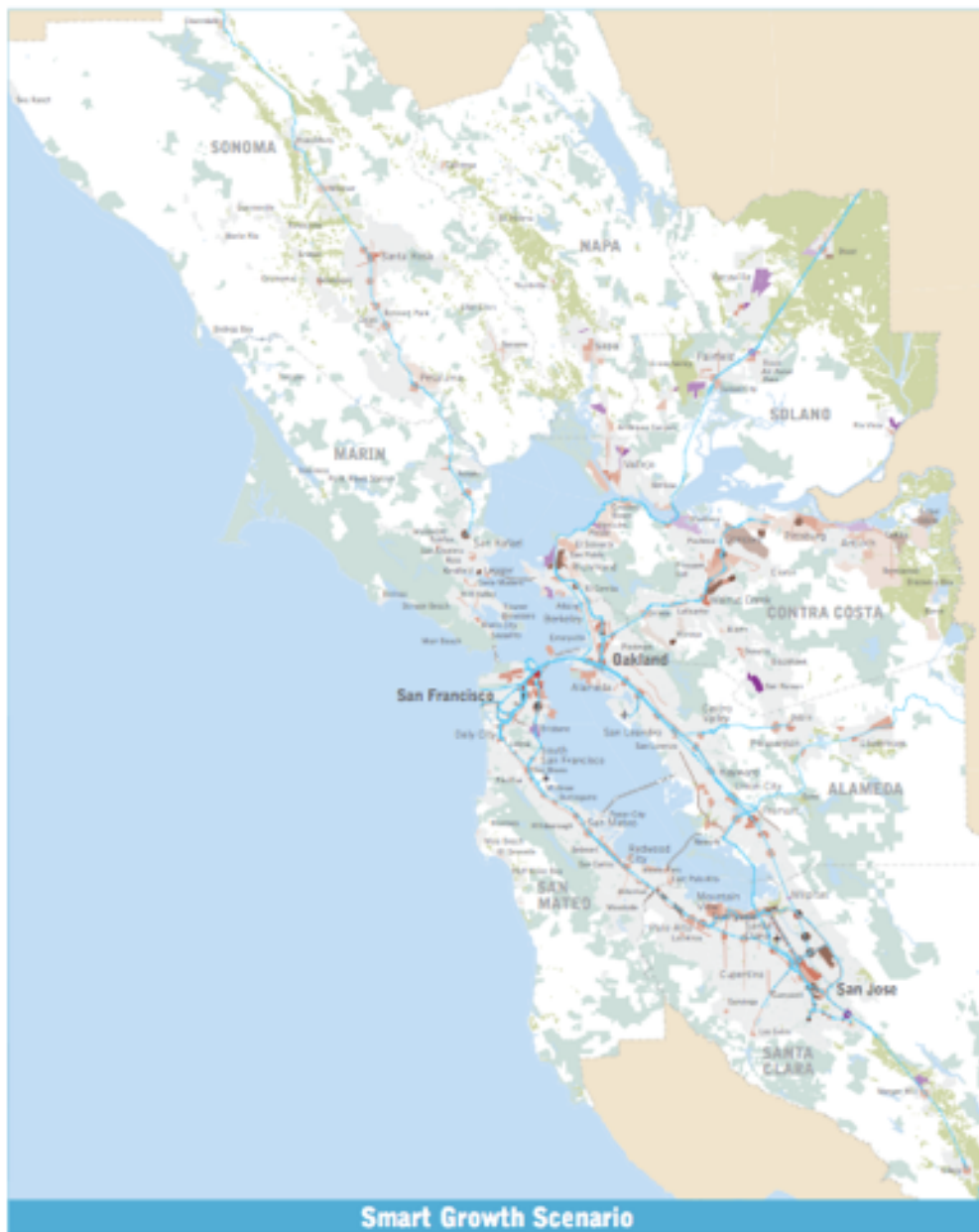
Claims made about Traffic Mobility & Congestion under different Growth Patterns

Vehicle Miles Traveled Per Year




























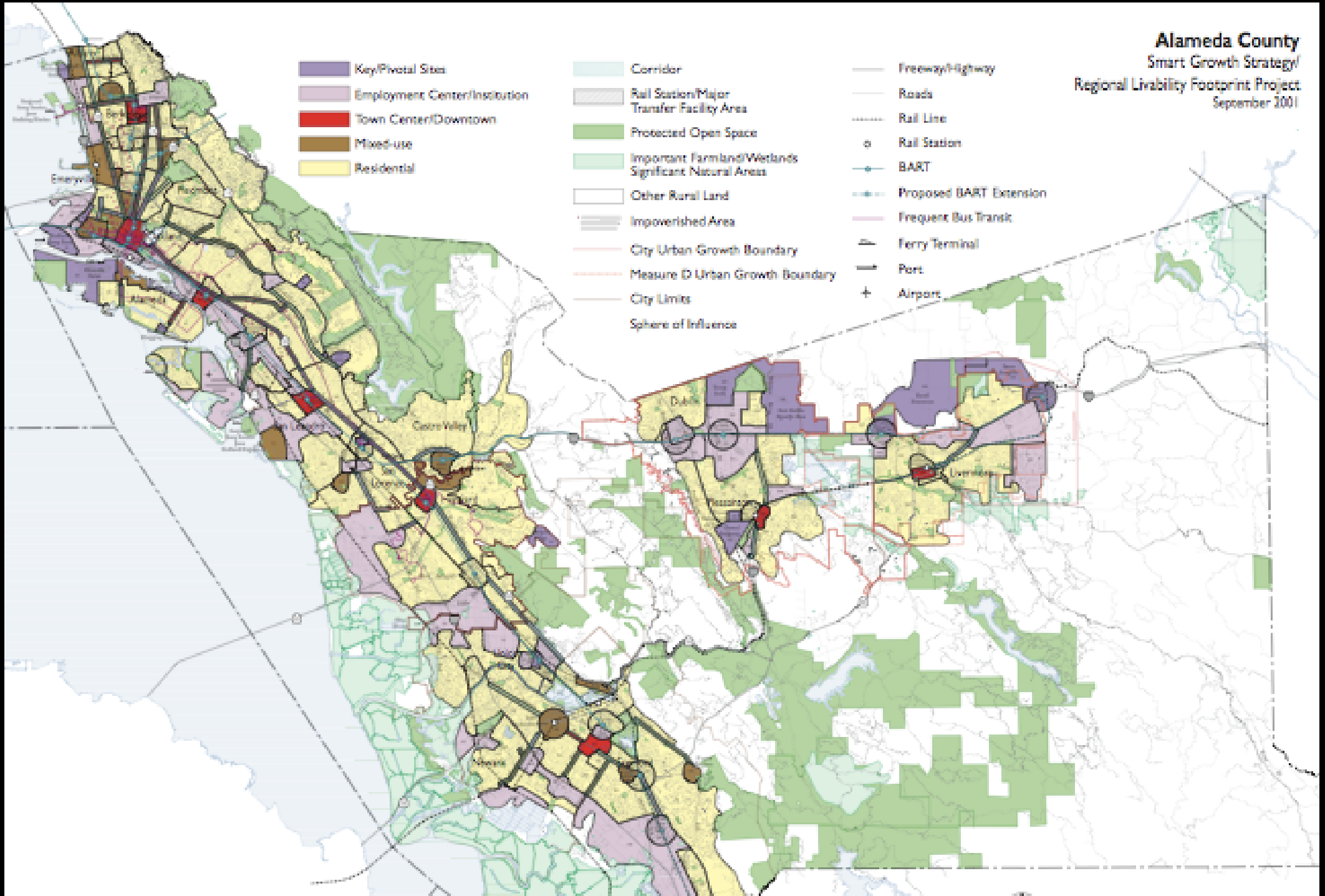
SMART GROWTH STRATEGY REGIONAL LIVABILITY FOOTPRINT PROJECT

YEAR 2020 IMPACTS OF SMART GROWTH SCENARIO ON THE NINE-COUNTY BAY AREA

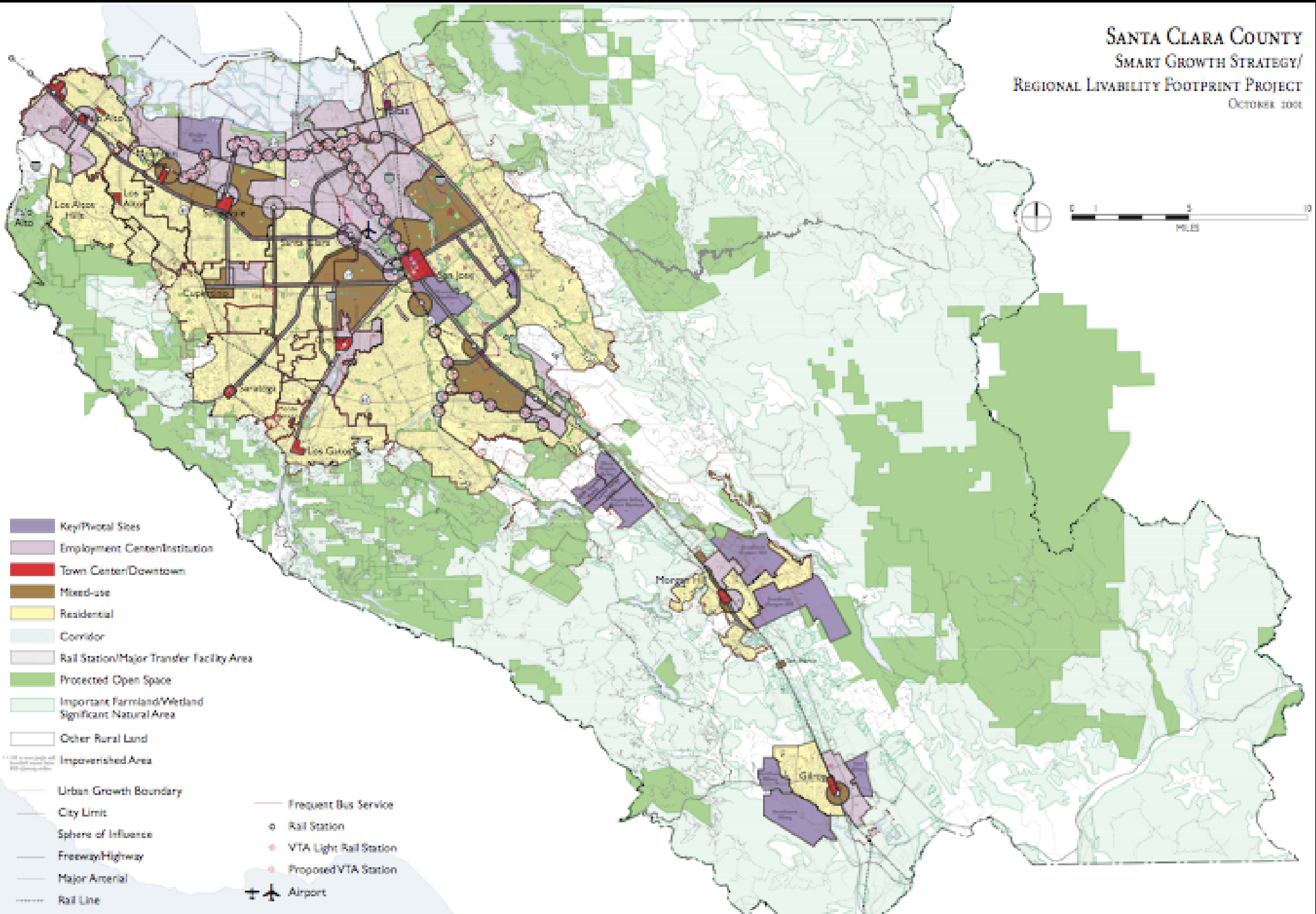


Alameda County
 Smart Growth Strategy/
 Regional Livability Footprint Project
 September 2001

- | | | |
|---|--|---|
|  Key/Pivotal Sites |  Corridor |  Freeway/Highway |
|  Employment Center/Institution |  Rail Station/Major Transfer Facility Area |  Roads |
|  Town Center/Downtown |  Protected Open Space |  Rail Line |
|  Mixed-use |  Important Farmland/Wetlands Significant Natural Areas |  Rail Station |
|  Residential |  Other Rural Land |  BART |
| |  Impoverished Area |  Proposed BART Extension |
| |  City Urban Growth Boundary |  Frequent Bus Transit |
| |  Measure D Urban Growth Boundary |  Ferry Terminal |
| |  City Limits |  Port |
| |  Sphere of Influence |  Airport |

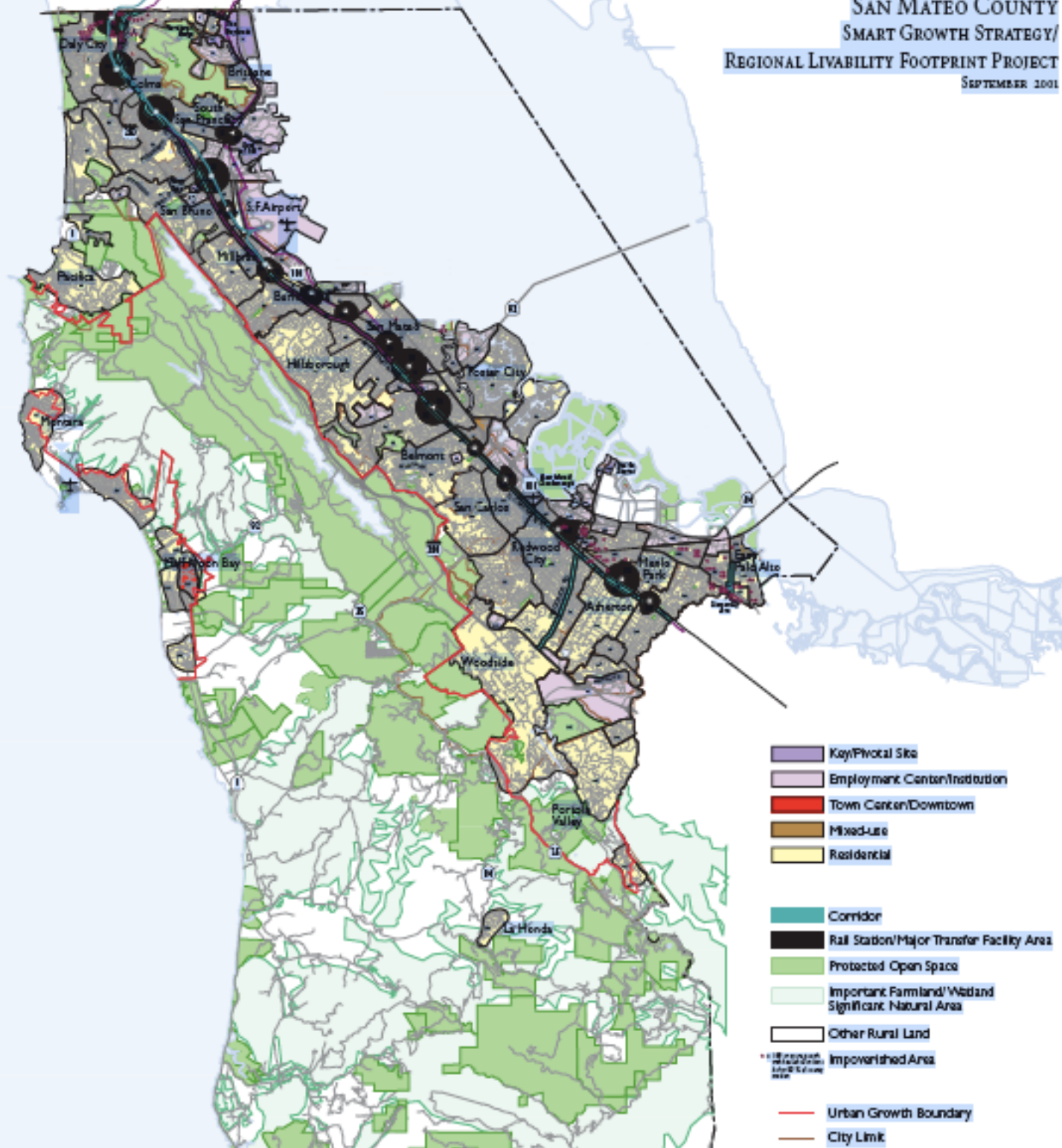


SANTA CLARA COUNTY
 SMART GROWTH STRATEGY/
 REGIONAL LIVABILITY FOOTPRINT PROJECT
 OCTOBER 2004



- Key/Pivotal Sites
- Employment Center/Institution
- Town Center/Downtown
- Mixed-use
- Residential
- Corridor
- Rail Station/Major Transfer Facility Area
- Protected Open Space
- Important Farmland/Wedland Significant Natural Area
- Other Rural Land
- Impoverished Area
- Urban Growth Boundary
- City Limit
- Sphere of Influence
- Freeway/Highway
- Major Arterial
- Rail Line
- Frequent Bus Service
- Rail Station
- VTA Light Rail Station
- Proposed VTA Station
- Airport

SAN MATEO COUNTY
SMART GROWTH STRATEGY/
REGIONAL LIVABILITY FOOTPRINT PROJECT
 SEPTEMBER 2001



- Key/Procal Site
- Employment Center/Institution
- Town Center/Downtown
- Mixed-use
- Residential

- Corridor
- Rail Station/Major Transfer Facility Area
- Protected Open Space
- Important Farmland/Wetland
- Significant Natural Area
- Other Rural Land
- Impoverished Area

- Urban Growth Boundary
- City Limit

Summary

- Populations will continue to rise substantially almost everywhere in the region, split between births and migrants, especially in Santa Clara and Alameda counties. This will change only with weakness in the economy.
- The environmental impacts are more uncertain, and depend on **where** and how **dense** development takes place, and the associated **infrastructure** investments
- Key to influencing and mitigating these impacts is integrated planning -- across jurisdictions, agencies, and sectors.