

CITY OF SANTA ROSA
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL
SUBJECT: CALTRANS URBAN AREA ADJUSTMENT
STAFF PRESENTER: LISA KRANZ, SUPERVISING PLANNER
COMMUNITY DEVELOPMENT

AGENDA ACTION: ADOPTION OF RESOLUTION

ISSUE(S)

Should the Council adopt a resolution requesting an adjustment in the 2010 Census-defined urban area boundary for transportation purposes?



COUNCIL GOALS/STRATEGIES

Not applicable.

BACKGROUND

1. Each decade, the United States Census Bureau conducts a nationwide census as required by the U.S. Constitution. One of the data outputs of this effort is explicitly defined urban and rural areas, based on specific population and density criteria. This designation has implications for functional classification of roadways and funding allocation. The Census Bureau has produced maps identifying urban areas; these areas do not correspond with incorporated or urban boundaries. The California Department of Transportation has developed a 2010 urban area boundary map based on the census and, on behalf of the Federal Highway Administration (FHWA) is soliciting local review as to whether adjustments are needed.
2. For transportation purposes, states may use census-defined urban boundaries or can adjust these boundaries to be more consistent with transportation needs. Reasons for adjusting urban area boundaries generally relate to a need for consistency or geographic continuity. For instance, it may be appropriate to include a road used by urban residents which is located outside of a city limit or designated urban boundary or which accesses a facility serving urban residents, such as an airport.
3. The Census Bureau defines urban areas strictly for tabulating statistical data. However, a number of federal agency programs use the census definitions in determining eligibility for their programs, though they may vary slightly or add

more detail than the census definition. The Federal Highway Administration is one of those agencies, and it differs in defining urban areas in that it simply defines them as areas with population greater than 5,000 persons.

4. Staff has reviewed the census-designated urban area boundary and has identified three general areas where this boundary does not include areas within the Santa Rosa city limits or urban growth boundary (UGB). One of these areas, in southeast Santa Rosa, includes the general location of the future Farmers Lane extension. The other two areas are more rural in nature and do not include significant planned transportation facilities. The attached map illustrates these areas.

ANALYSIS

1. While Santa Rosa includes three areas where the census-defined boundary is different from the city's urban growth boundary, only those areas containing a roadway or planned roadway or which the city finds could urbanize before the next census in 2020 (the next opportunity to adjust census urban areas) should be added. Staff does not find that areas 1 and 2 depicted on the map are likely to annex and develop by 2020. While it is questionable whether Farmers Lane will be built in the next 10 years, requesting the area where it will be located to be included in the census urban area will ensure accuracy in terms of future roadways serving urban areas.
2. It is not recommended that the census-defined boundary be adjusted to include the other two areas since they are not anticipated to develop in the next 10 years and any roadways would be minor streets which would not be eligible for any possible federal funding.

RECOMMENDATION

It is recommended by the Department of Community Development that the Council adopt a resolution requesting an adjustment of the 2010 census-defined urban area boundary to include areas in southeast Santa Rosa within the Urban Growth Boundary.

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Attachments:

- Map identifying differences between City Boundaries and Caltrans 2010 Census Defined Urban Areas

