SPECIAL REPORT JANUARY 2005

Preferred Blueprint Alternative

SACRAMENTO REGION Blueprint TRANSPORTATION/LAND USE STUDY

Blueprint Awards

The Sacramento Region Blueprint: Transportation/ Land Use Study has received praise from throughout the state and nation:

One of the "Top 50" programs in Harvard University's "Innovations in American Government" Competition, Kennedy School of Government (2003)

The Governor's Award for Environmental and Economic Leadership (2003)

The Federal Highway Administration/Federal Transit Administration Transportation Planning Excellence Award (2004)

The American Institute of Architects California Chapter Presidential Citation (2004)

The Environmental Council of Sacramento (ECOS) Environmental Leadership Award (2004)

U.S. Environmental Protection Agency—National Award for Smart Growth Achievement (2004)

American Leadership Forum Mountain Valley Chapter - Thanks to You Award (2004)

Association of Metropolitan Planning Organizations—National Award for Outstanding Achievement (2004)

Preferred Blueprint Scenario Marks Key Milestone in Process

The approval of the Preferred Blueprint Scenario for 2050 by the SACOG Board of Directors in December 2004 marked a key step in the Blueprint process, a three-year effort to engage the public and local government leaders in crafting a vision for the Sacramento region's future growth.

The Project was initiated by the SACOG Board of Directors after it viewed regional computer modeling results showing that current growth patterns and transportation investment priorities would result in significant increases in congestion in the future.

A joint effort by SACOG and its civic partner Valley Vision, the Blueprint Project is bringing together local officials, civic groups, environmental advocates, the development community, business leaders and the public in a first-ever attempt to guide how the region grows over the next 50 years.

Seeking broad input from the ground up, SACOG and Valley Vision in March 2003 launched a series of 37 workshops in neighborhoods, cities and counties throughout the region. By the time the workshops and two Regional Forums had concluded in April 2004, more than 5,000 participants had used the project's interactive modeling software to study how the region might look under different land use scenarios.

The first-ever Regional Elected Officials Summit in October 2004.

Input from the workshops helped create four distinct growth scenarios for further study, including a 'Base Case' that shows how the region would look if growth patterns of the recent past continue. The four were the focal point of the Regional Forum in April 2004 that drew nearly 1,400 people. Asked to select a preference, Forum participants overwhelmingly rejected the Base Case in favor of alternatives providing for a greater range of housing choices, reinvestment in already developed areas and closer integration of jobs and housing.

Following the Forum, a 1,300 person public opinion telephone poll on growth issues in SACOG's six-county region was conducted by noted pollster Wirthlin Worldwide. City and county elected officials in the region were then invited to a first-ever Regional Summit to discuss a Draft Preferred Blueprint Scenario and the results of the Wirthlin Poll.

The public opinion poll found strong support for the Blueprint growth principles *(found on pages 4–5 and 8–9 of this special report)* in all six counties of the SACOG region. The elected officials at the Summit also supported these growth principles.

The Board's approval of the Blueprint as a voluntary ideology or framework for future growth in the region is only the beginning.

The next steps in the Blueprint process are outlined starting on page 10 of this special report.

What the Blueprint Maps Show

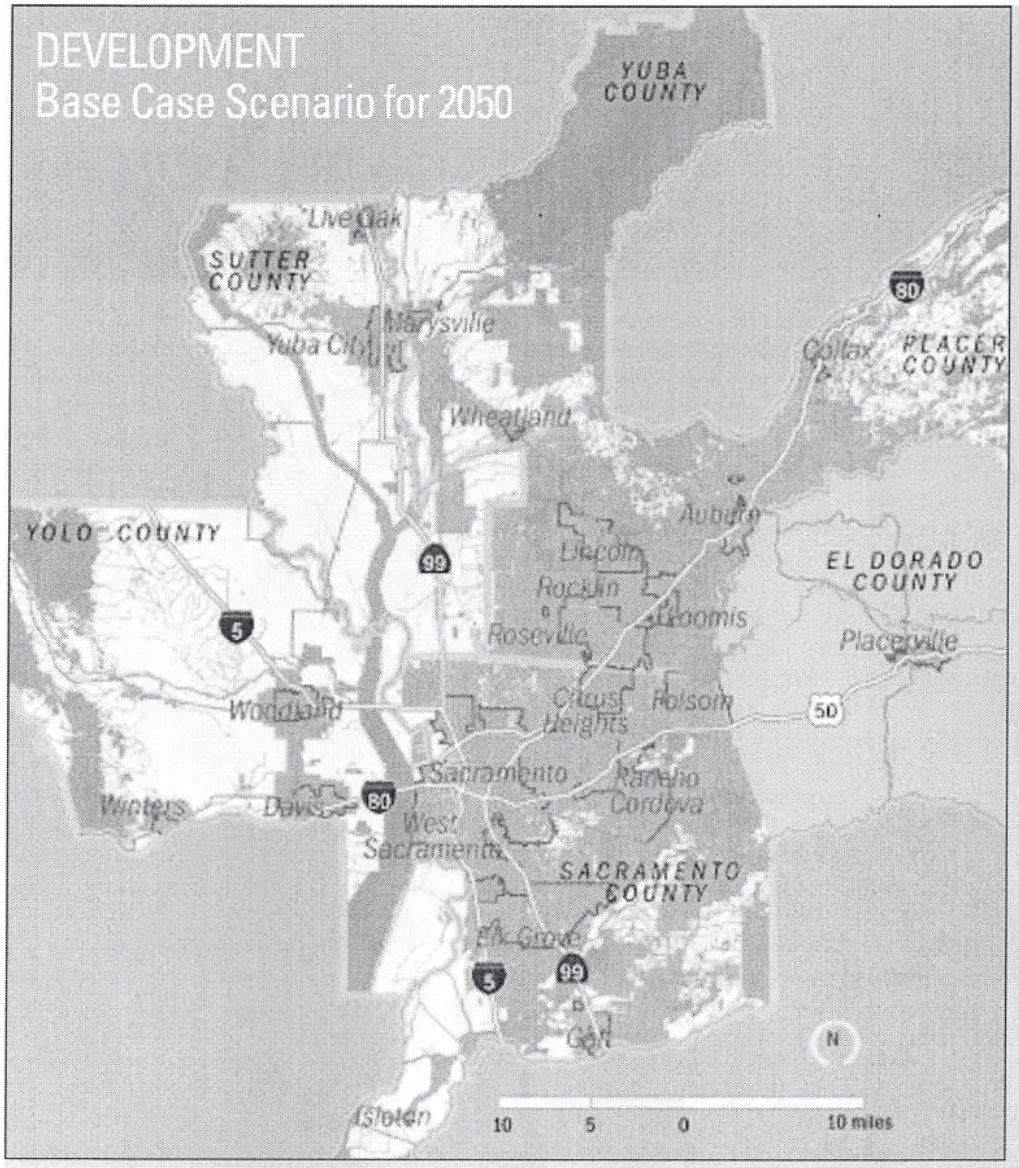
The Blueprint map *(shown in comparison to the base case on this page, and in detail in the center spread of this report)* depicts a way for the region to grow through the year 2050 in a manner generally consistent with the growth principles summarized on page 4–5 and 8–9 of this report. The map is a result of numerous public workshops and meetings with local staff and elected officials. The map is intended to be interpreted and used as a concept-level illustration of the growth principles. It was developed with parcel-level data and analysis to help ensure that the growth concepts were being applied in a realistic manner; however, it is not intended to be applied or implemented in a literal, parcel-level manner.

For example, the map assumes certain levels and locations of both "reinvestment," i.e. additional development on already built parcels) and greenfield development, i.e. large-scale development on vacant land). The purpose of this mapping is to illustrate, generally, the amounts and locations for these types of growth. It is not intended to indicate that a specific parcel should or should not be developed in a particular manner. That level of planning is the responsibility of local governments, and is beyond the specificity appropriate for regional-scale, long-term scenario planning.

The Base Case and the Preferred Blueprint Scenario for 2025:

How the Scenarios Compare

The starting point for the Blueprint Project is the Base Case Scenario, which shows how the region would develop through 2050 if patterns of the recent past continue. Under the Base Case Scenario, growth would continue outward into largely rural areas and on the fringes of development. The Preferred Blueprint Scenario—the option developed as an alternative—takes a different approach. Built on the principles of smart growth, it includes a greater range of housing products, reinvest-



ment in already developed areas, protection of natural resource areas from urbanization, and more transportation choices. The maps below depict the differences between the two scenarios.

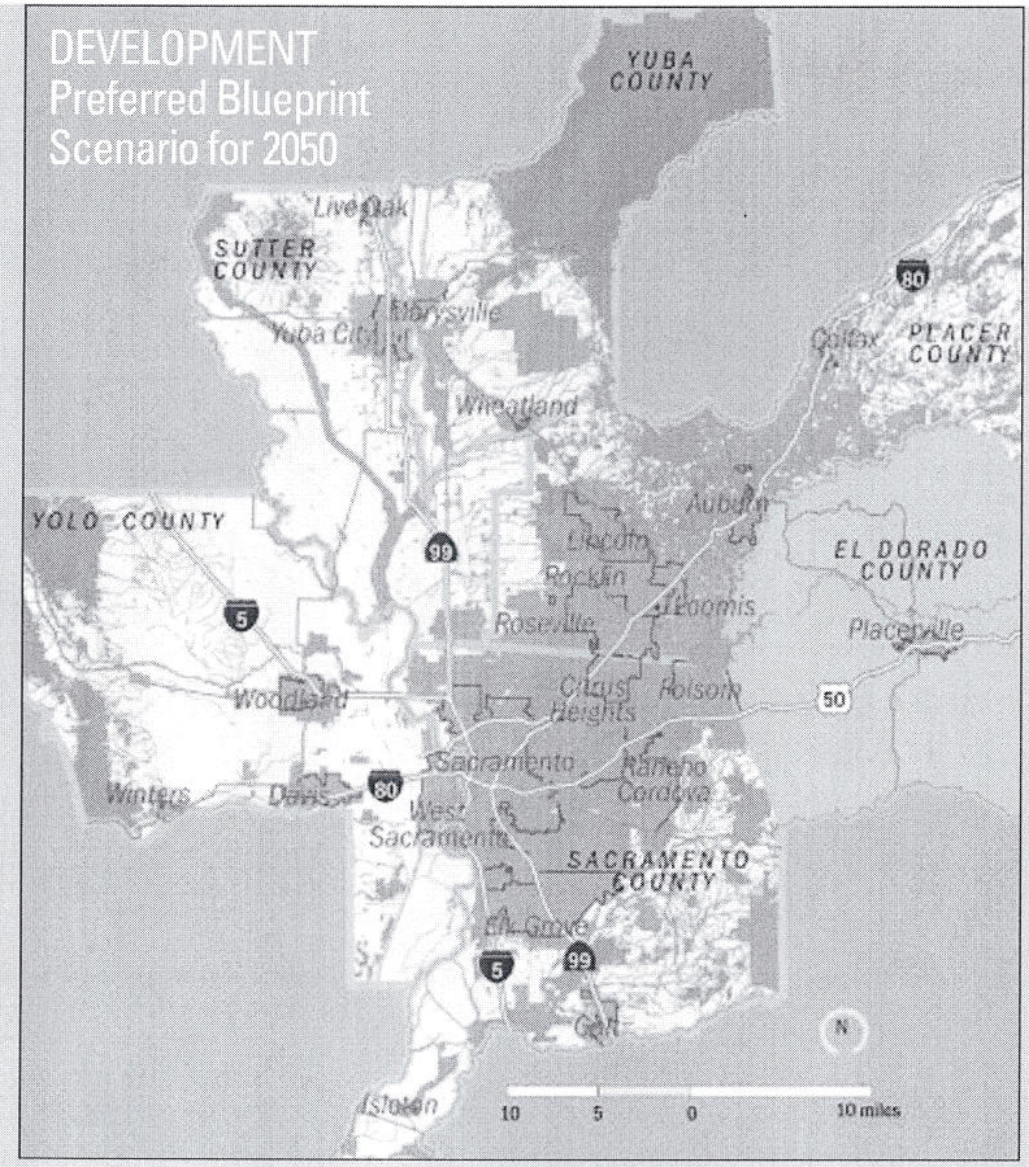
How to read the maps

The orange areas show where current development exists, plus new buildings constructed through 2050, and some vacant land for future growth. The green areas show a variety of types of undeveloped areas, including lands protected from development through conservation easements, parks, and natural resources such as wetlands, vernal pools and hardwood stands that are preserved in 2050. The beige areas are mainly agricultural lands, but they also include some lands currently designated for development that remain undeveloped in 2050.

How would life in 2050 be different with each scenario?

The typical resident living in a version of a future typical of the "Base Case Scenario" in 2050 would probably live in a house on a fairly large lot in a subdivision with houses that look a lot like theirs. They would travel to work longer distances than are typical today, and arrive there much more slowly due to significant increases in congestion. Trips to shopping and entertainment would also be fairly lengthy and slow.

Typical residents living in a future typical of the Preferred Blueprint Scenario in 2050 would probably live in a house on a smaller lot, in a neighborhood with some larger houses and some attached row houses, apartments and condominiums. They would drive to work, but the trip would be shorter than today, and the time needed to get there would be about the same as today. Sometimes they might take the train or bus. Most of their shopping and entertainment trips would still be in a car, but the distances would be shorter. And some of these shopping trips might be taken by walking or biking down the block to a village or town center that has neighborhood stores with housing on top of them, and a small park or plaza.



Key to the Map

- areas of existing and future development
- green areas (e.g. open space, parks, wetlands, vernal pools, stream corridors, hardwood stands)
- agriculture and other undeveloped lands
- rivers, streams and lakes
- city boundaries
- highways
- county boundaries

Note: Some vernal pools in Yuba, Sutter and southwest Placer counties are preserved, but are not shown on these maps.

Note: El Dorado County elected not to directly participate in this phase of the Blueprint process due to ongoing issues associated with their General Plan.

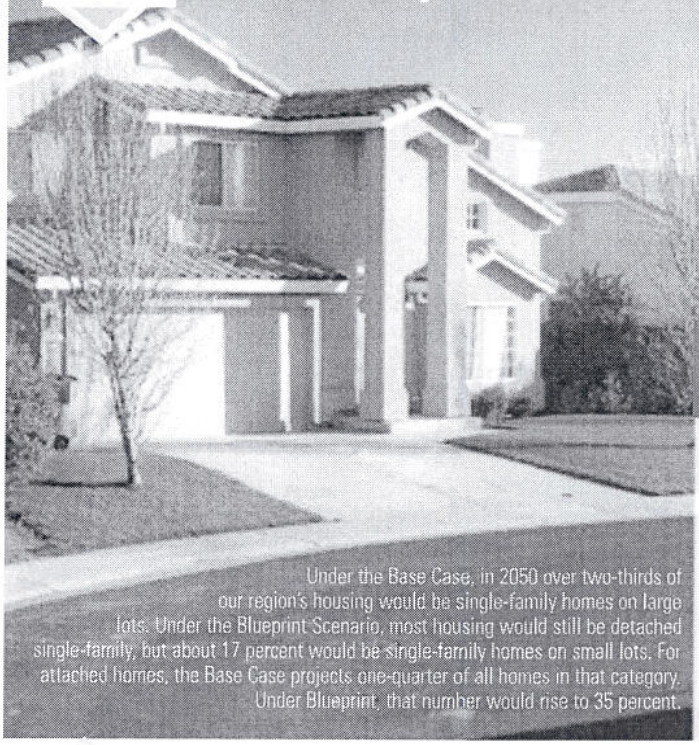
For detailed information

To view the complete land use maps, including where industry, homes, shopping and other uses would be located in the region, please go to www.sacregionblueprint.org and click on "The Project" tab at the top of the page. There you may view maps for each city and major county area in the region and a variety of statistical and narrative information about the scenarios.

BLUEPRINT SCENARIO PERFORMANCE ON SMART GROWTH PRINCIPLES

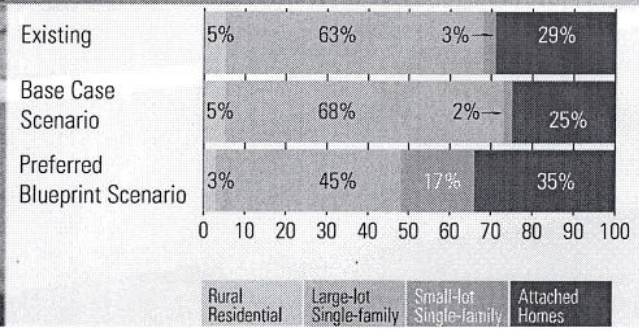
Housing Choice and Diversity:

Providing a variety of places where people can live—apartments, condominiums, townhouses, and single-family detached homes on varying lot sizes—creates opportunities for the variety of people who need them: families, singles, seniors, and people with special needs. This issue is of special concern for the people with very low-, low-, and moderate-income, often our teachers, other public employees and professionals, as well as retail employees, service workers and other people for whom finding housing close to work is challenging. By providing a diversity of housing options, more people have a choice.



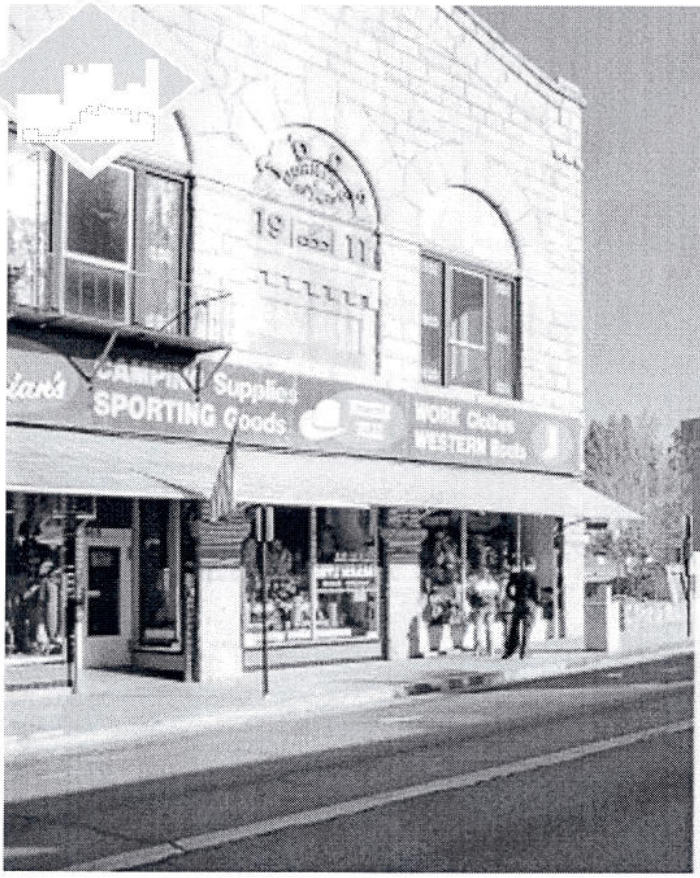
Under the Base Case, in 2050 over two-thirds of our region's housing would be single-family homes on large lots. Under the Blueprint Scenario, most housing would still be detached single-family, but about 17 percent would be single-family homes on small lots. For attached homes, the Base Case projects one-quarter of all homes in that category. Under Blueprint, that number would rise to 35 percent.

ALL HOUSING TYPES
Existing Plus Growth in 2050
(in percent)

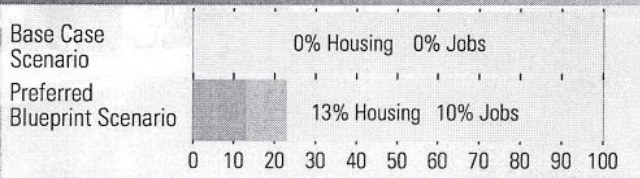


Use Existing Assets:

In urbanized areas, development on infill or vacant lands, intensification of the use of underutilized parcels (for example, more development on the site of a low-density retail strip shopping center), or redevelopment can make better use of existing public infrastructure. This can also include rehabilitation and reuse of historic buildings, denser clustering of buildings in suburban office parks, and joint use of existing public facilities such as schools and parking garages.



GROWTH THROUGH REINVESTMENT
in 2050
(in percent)

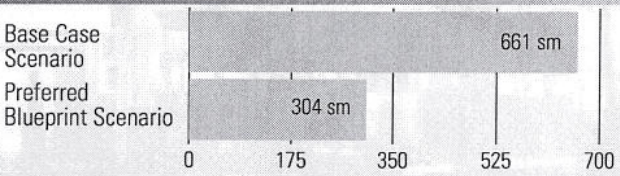


Under the Base Case Scenario, all new development would be on vacant land. The Blueprint Scenario suggests 13 percent of all new housing, and 10 percent of all new jobs, would occur through reinvestment.

Compact Development:

Creating environments that are more compactly built and that use space in an efficient but aesthetic manner can encourage more walking, biking, and public transit use, and shorten auto trips

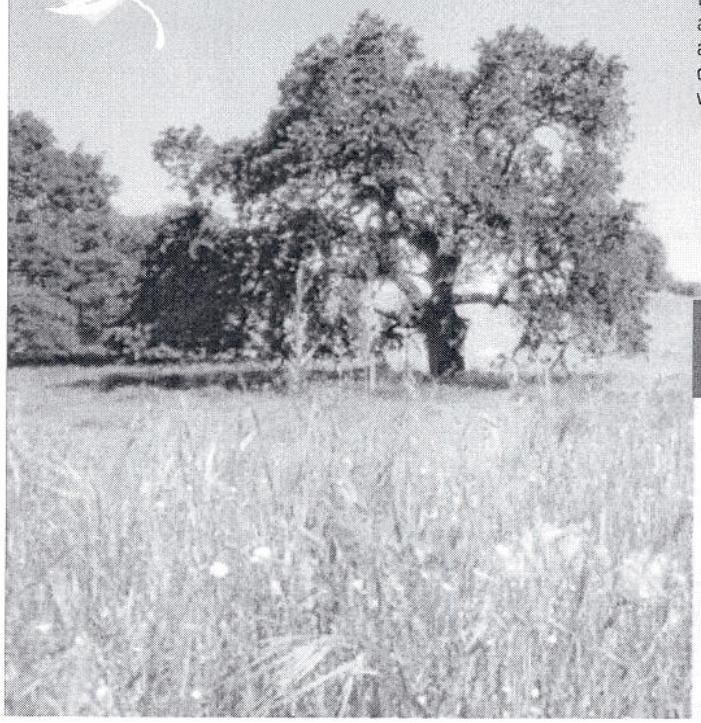
ADDITIONAL URBANIZED LAND
Through 2050
(in square miles)



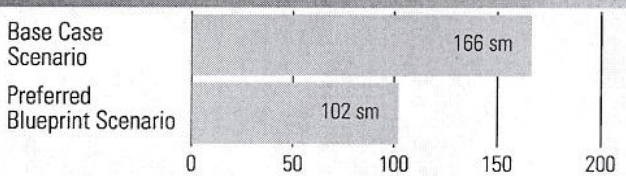
Under the Base Case, new development would need an additional 661 square miles of land by 2050. In the Blueprint Scenario, 304 square miles of new land would be needed for urban uses.

Natural Resources Conservation:

This principle encourages the incorporation of public-use open space (such as parks, town squares, trails, and greenbelts) within development projects, over and above state requirements. It also includes wildlife and plant habitat preservation, agricultural preservation and promotion of environment-friendly practices such as energy efficient design, water conservation and stormwater management, and shade trees to reduce the ground temperatures in the summer. In addition to conserving resources and protecting species, this principle improves overall quality of life by providing places for everyone to enjoy the outdoors with family outings and by creating a sense of open space.

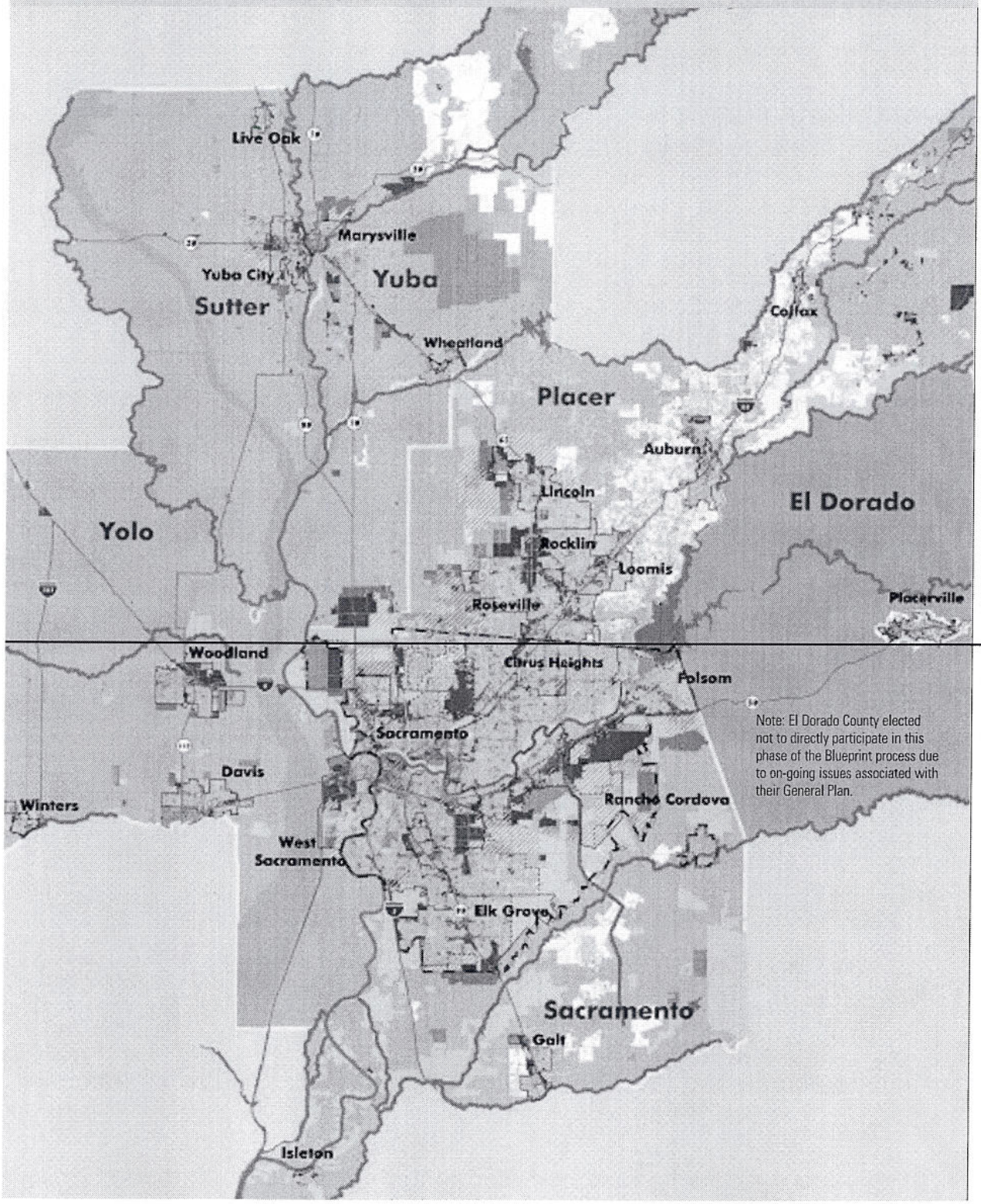


AGRICULTURAL LAND CONVERTED TO URBAN USES
(in square miles)



The Base Case would convert 166 square miles of agricultural land into urban uses. With the Blueprint Scenario, 102 square miles would be converted from agricultural to urban uses.

Preferred Blueprint Scenario for 2050



Note: El Dorado County elected not to directly participate in this phase of the Blueprint process due to on-going issues associated with their General Plan.

Residential "Building" Types
- Rural Residential
- Single-family, Large-lot
- Single-family, Small-lot
- Attached Residential

Employment "Building" Types
- Retail
- Office
- Industrial
- Public

Non-Urban "Land Use" Types
- Agriculture
- Forest
- Open Space
- Parks
- Water

Residential "Place" Types
- Medium-density, Mixed Residential
- High-density, Mixed Residential

Mixed-Use "Place" Types
- Low-density, Mixed-use Center or Corridor
- Medium-density, Mixed-use Center or Corridor
- High-density, Mixed-use Center or Corridor
- Employment-focus, Mixed-use Center or Corridor

- Vacant Urban-designated Lands (2050)
- Vacant Rural Residential Lands (2050)

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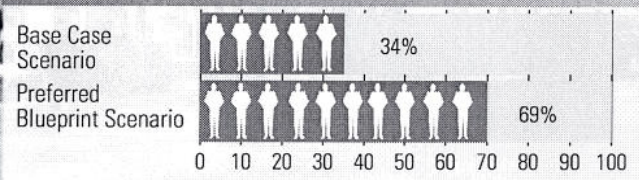
BLUEPRINT SCENARIO PERFORMANCE ON SMART GROWTH PRINCIPLES

Design for Quality:

The design details of any land use development—such as the relationship to the street, setbacks, placement of garages, sidewalks, landscaping, the aesthetics of building design, and the design of the public right-of-way (the sidewalks, connected streets and paths, bike lanes, the width of streets)—are all factors that can influence the attractiveness of living in a compact development and facilitate the ease of walking and biking to work or neighborhood services. Good site and architectural design is an important factor in creating a sense of community and a sense of place.

PEOPLE LIVING IN AREAS WITH GOOD OR EXCELLENT PEDESTRIAN FEATURES

(in percent, 2050)



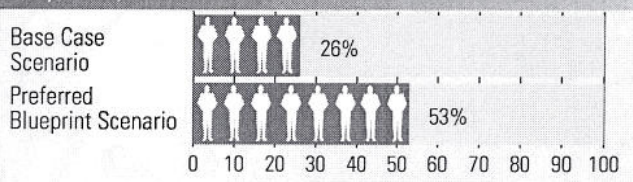
In the Base Case, 34 percent of people would live in pedestrian-friendly neighborhoods. In the Blueprint Scenario, in 2050 that number would rise to 69 percent.

Mixed Use Developments:

Well planned and designed mixed use developments encompass all of the elements of the other growth principles. Buildings homes and shops, entertainment, office and even light industrial uses near each other create active, vital neighborhoods, or villages. This mixture of uses can be either in a vertical arrangement (mixed in one building) or horizontal (with a combination of uses in close proximity). These types of projects function as local activity centers, contributing to a sense of community, where people tend to walk or bike to destinations and interact more with each other. Separated land uses, on the other hand, lead to more, and longer, automobile trips because of the distance between uses. Mixed land uses can occur at many scales. Examples include: a housing project located near an employment center, a small shopping center located within a residential neighborhood, and a building with ground floor retail and apartments or condominiums on the upper floor(s).

PEOPLE LIVING IN AREAS WITH GOOD MIX OF JOBS AND HOUSING

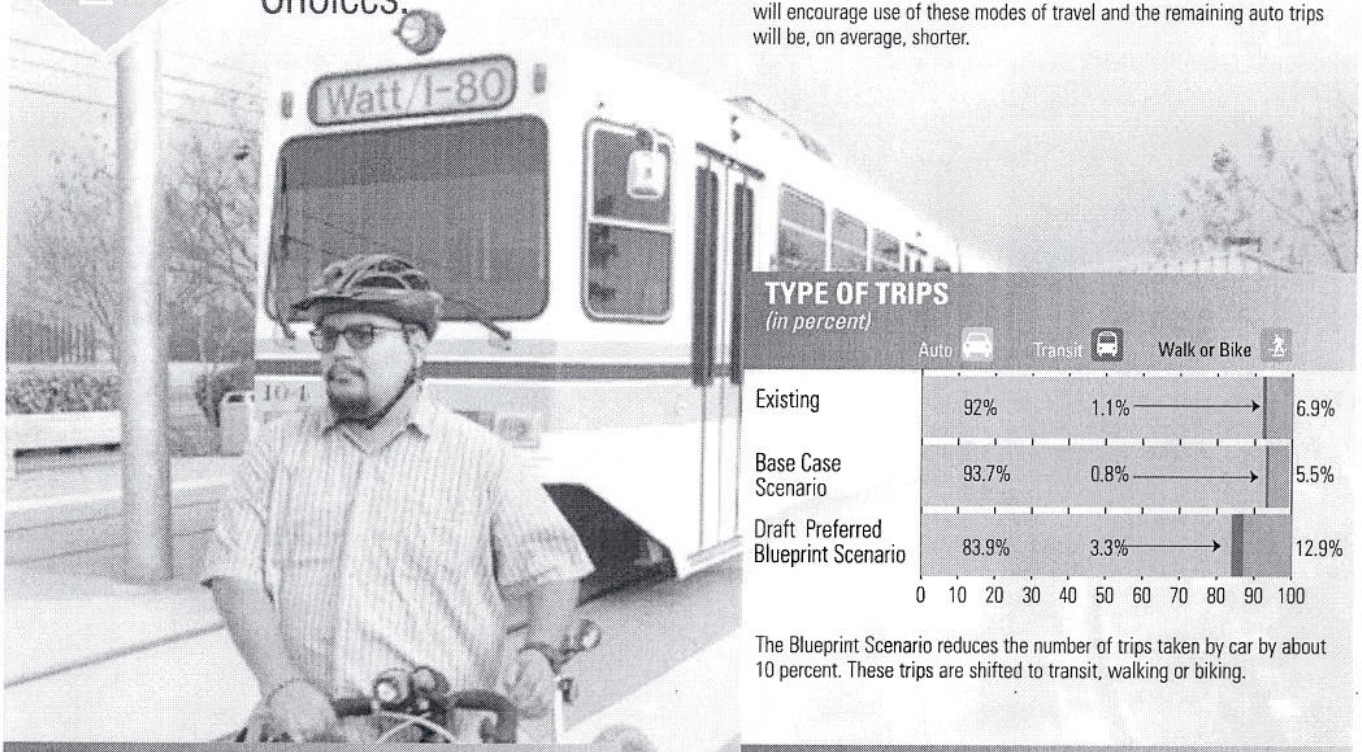
(in percent, 2050)



Under the Base Case scenario, 26 percent of people would live in communities with a good, or balanced, mix of land uses by 2050. In the Blueprint Scenario, 53 percent would live in balanced communities.

Provide Transportation Choices:

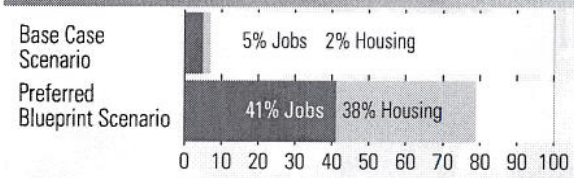
Developments should be designed to encourage people to sometimes walk, ride bicycles, ride the bus, ride light rail, take the train or carpool. Use of Blueprint growth concepts for land use and right-of-way design will encourage use of these modes of travel and the remaining auto trips will be, on average, shorter.



TYPE OF TRIPS
(in percent)

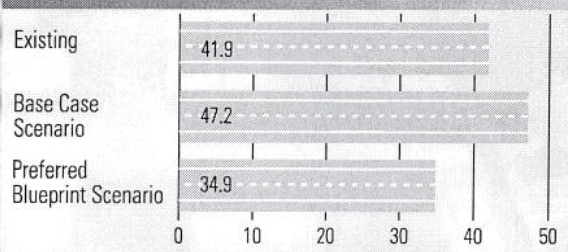
The Blueprint Scenario reduces the number of trips taken by car by about 10 percent. These trips are shifted to transit, walking or biking.

GROWTH NEAR TRANSIT
Within walking distance of 15-minute or better transit service



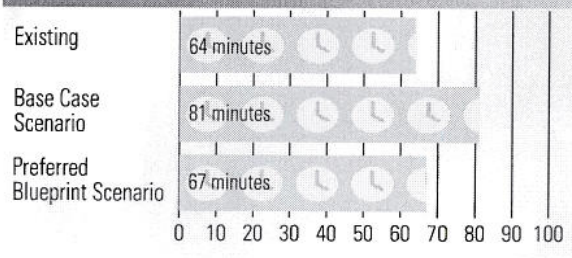
In the Base Case, 2 percent of new housing and 5 percent of new jobs are located within walking distance of 15-minute bus or train service. In the Blueprint Scenario, those figures rise to 38 percent of new houses and 41 percent of new jobs.

VEHICLE MILES TRAVELED
(per household per day)



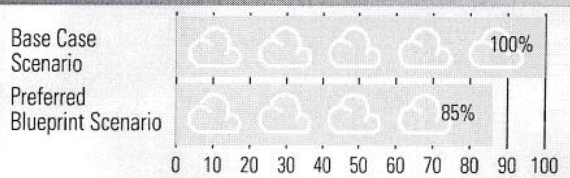
The number of vehicle miles traveled per day per household declines from 47.2 miles to 34.9 miles.

DAILY VEHICLE MINUTES OF TRAVEL
(per household per day)



Total time devoted to travel per household per day declines from 81 minutes to 67 minutes.

PER CAPITA CARBON DIOXIDE AND SMALL PARTICULATES EMISSIONS
(from vehicles 2050)



With the Blueprint Scenario, per capita, there would be 14 percent less carbon dioxide (greenhouse gas) and particulates (related to asthma) compared to the Base Case.

Next Steps for the Blueprint Project

This section outlines what is expected to occur in the year 2005 and beyond related to using the data, analysis and growth concepts that have been developed through the Blueprint process to date.

SACRAMENTO REGION Blueprint TRANSPORTATION + LAND USE STUDY

SACOG will work with its member cities and counties to:

Maintain and enhance the regional database, research and modeling tools and make them available for use on an on-going basis.

Continue to implement the Community Design Program in order to provide incentives for capital and planning projects that are consistent with Blueprint.

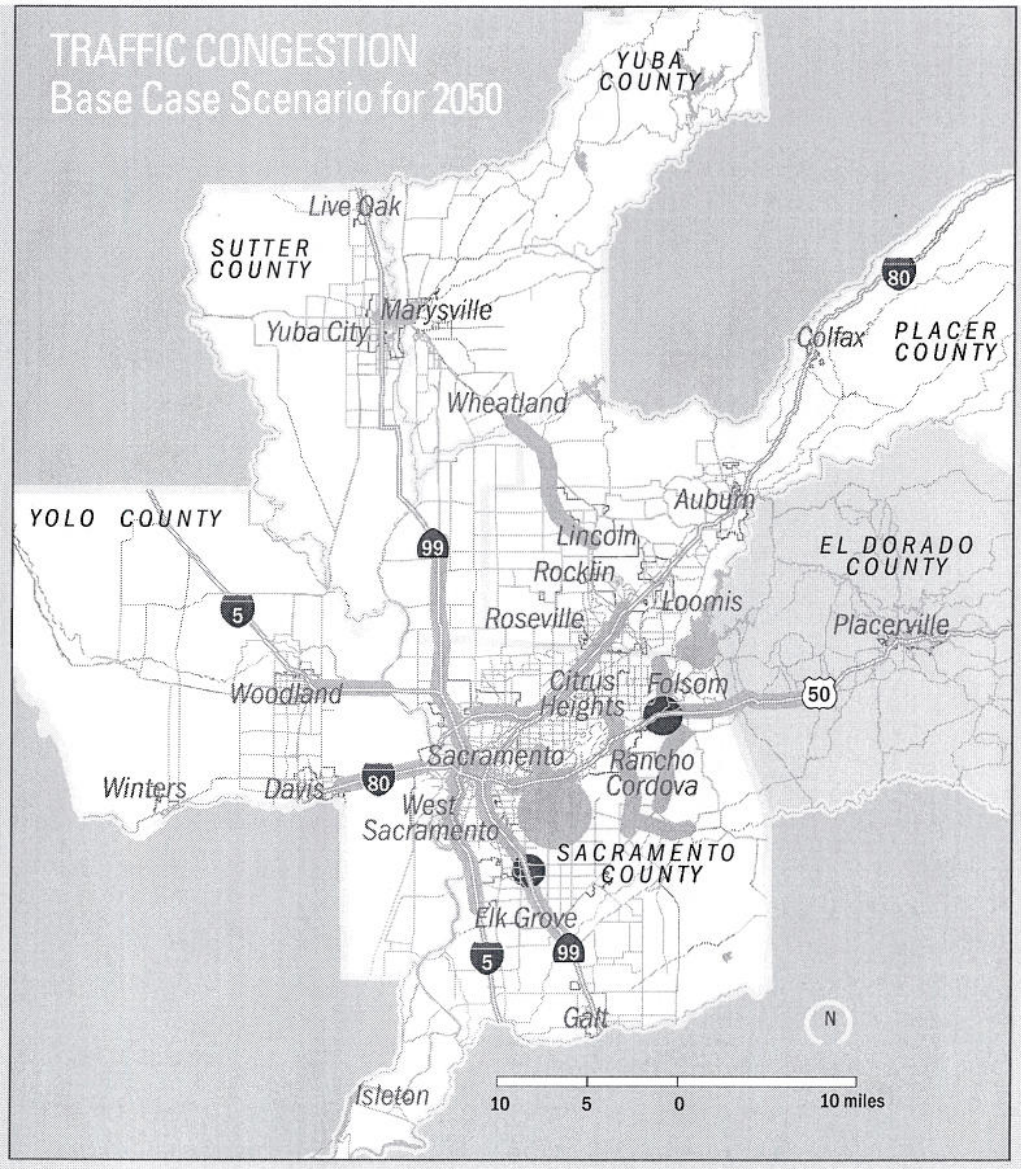
Provide technical assistance to local governments and the development community to develop plans and design projects that are consistent with Blueprint.

Develop a tool-box of Best Planning and Development Practices that are consistent with Blueprint (e.g. model codes, Guidebook for using Blueprint principles to promote neighborhood livability, street design guidelines, on-line tutorials and manual for using the PLACE^{3}S software, model educational and citizen involvement practices, etc.).

Track and publicize local planning and development actions consistent with Blueprint, and consider implementing a Blueprint awards or certification system.

Key to the Traffic Congestion Maps

- Traffic approaching capacity
- Traffic exceeds capacity



In 2005, **prepare a 2030 growth forecast and land use allocation** that represents the best estimate of what type of development is most likely to occur, taking into consideration past and projected market, demographic and regulatory trends and consideration of actions local governments have taken and any future actions they indicate they are likely to take to help support Blueprint growth principles (see following "Notes" for further details).

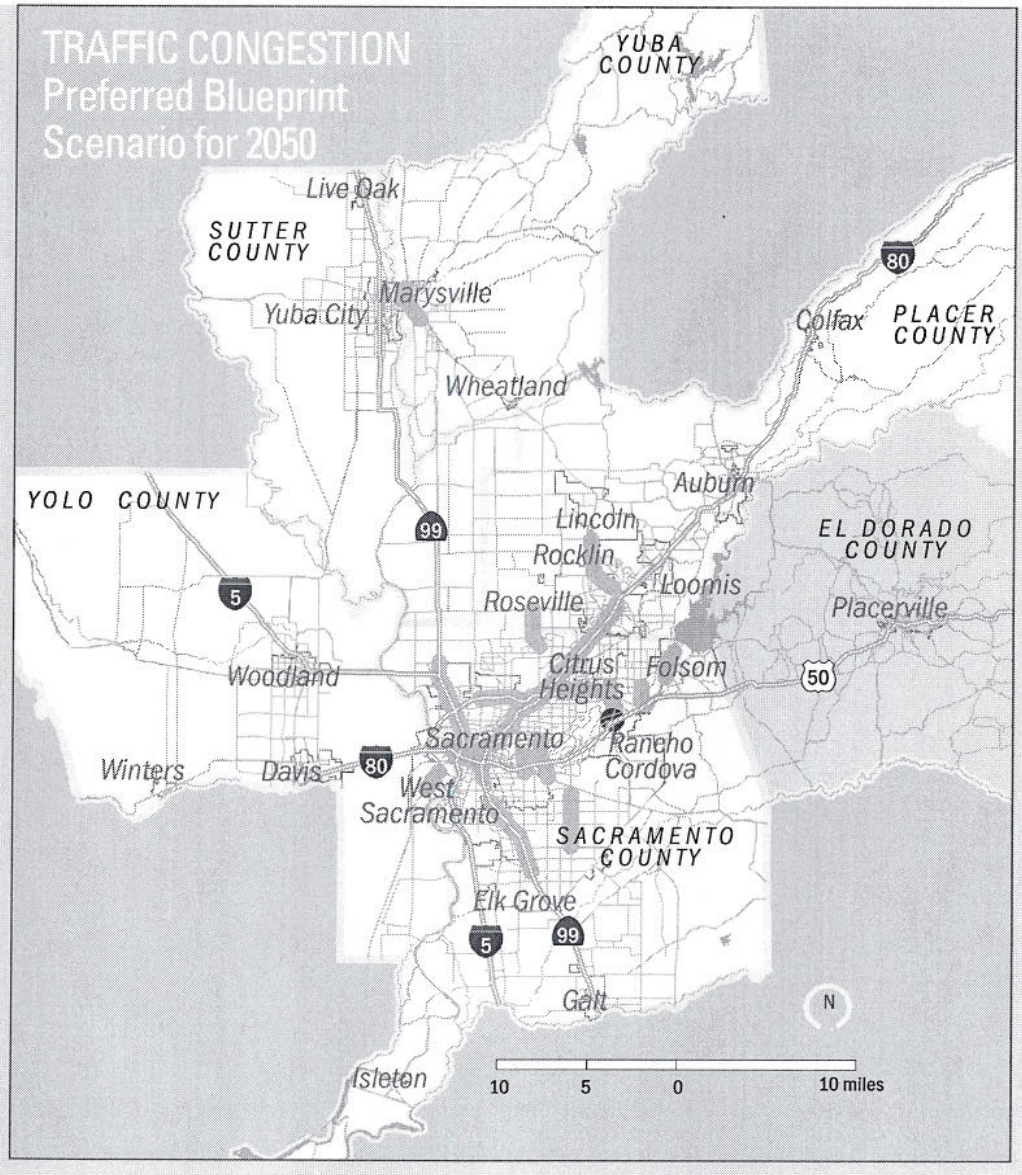
Develop and implement a Benchmarking system to occur on a regular basis to track the extent to which the region is growing in ways that improve the transportation system and air quality, and are consistent with Blueprint. Examples of topics to be monitored included, but are not limited to: transportation system performance (e.g. congestion, travel times, trip distances, types of trips), type and amount of housing constructed, air emissions, mix of land uses, and amount of new land devoted to urbanization. The system must take into account local differences, market and regulatory considerations, and the fact that many aspects of Blueprint will need to be phased in over time.

Participants at the Yolo County Blueprint workshop review growth alternatives.

Conduct a study of other actions that could be taken to reduce barriers and take

Blueprint Next Steps...

continued on page 12



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Blueprint Next Steps...

continued from page 11

advantage of opportunities to implement Blueprint growth principles. Recommendations for possible action will be forwarded to the SACOG Board of Directors as opportunities are identified. It is expected that this study would include, but not be limited to: state issues such as CEQA, construction defect liability and prevailing wage reform; amendments to standards, guidelines and decision processes in local codes; systems to manage the supply of land for urban development through multi-jurisdictional cooperation that ensure an adequate and reliable supply of land for housing and other uses, reduce upward pressures on land prices, preserve natural resources and farmland and encourage infill and reinvestment; and methods for providing green and open space throughout the region.

The first-ever Regional Elected Officials Summit.

Update the Blueprint Conceptual Map and Growth Principles regularly to include new and better information and knowledge. This will occur annually whenever feasible, and no less frequently than the update cycle for the Metropolitan Transportation Plan.

Over 1,400 area residents participated in the 2004 Regional Forum and made recommendations on Blueprint scenarios.

Notes on Preparation of 2030 Land Use Allocation for the Next Metropolitan Transportation Plan

Each time SACOG adopts an MTP it must first adopt a 25-year growth forecast for the region, and a land use allocation that specifies its best estimate of the most likely places where that growth will occur (i.e. how much and what type of growth will go to each city and county over the next 25 years). These same choices must be made to support the next comprehensive MTP update; however, in order to consider changes to future land use patterns that may occur as the result of the Blueprint Map and Growth Principles a more detailed and explicit process will be necessary. This is important because Blueprint project research clearly shows that changes to local land use patterns could achieve significant benefits to the region's transportation system and air quality. In order to take credit for these transportation and air quality benefits, it must be shown that the changes to the land use pattern are more likely to occur than a continuation of the past land use patterns.

To help create the 2030 land use map and allocation for the next comprehensive MTP update, SACOG recommends that each local government next year develop an individualized strategy for determining how—or if—it will pursue actions, over time, that help to achieve the planning principles in the Blueprint Scenario as planning and growth decisions are made. SACOG staff would provide technical assistance to support these efforts. Each jurisdiction would be asked to pass a resolution in support of a growth allocation and accompanying 2030 map for their jurisdiction that reflect their jurisdiction's needs and interests. Each jurisdiction, at its choice, could also elect to include as part of the resolution a statement of what actions they will agree in principle to pursue that are supportive of implementing the growth allocation and the 2030 Map.

The list of supportive actions is expected to be different for each jurisdiction. Examples of types of actions that could be included are: adoption of guidelines that could be used to consider Blueprint principles in a variety of local planning decisions, changes to decision-making procedures, consideration of General Plan and implementing code amendments, identifying opportunities to encourage reinvestment, and using the regional database and modeling tools in community planning processes. It is expected that these actions will be phased in over several years, and that the local governments will make the final decisions on what specific changes to adopt after completing typical local planning processes, including citizen participation.

CONTACT INFORMATION

Liz Baidoo
Community Outreach
ebaidoo@sacog.org
916-340-6337

Kacey Lizon
Project Coordinator
klizon@sacog.org
916-340-62654

Karen Baker
Valley Vision
mail@valleyvision.org
916-925-1923