



SACRAMENTO REGION

Blueprint
TRANSPORTATION LAND USE PLAN

SPECIAL
REPORT

Blueprint's
Impact on
the Region
and Residents'
Quality of Life

SACOG-10-010

BLUEPRINT AND THE REGION'S QUALITY OF LIFE



The Sacramento region is a wonderful place to live. It has comfortable and inviting neighborhoods, exciting entertainment and arts, and a diversity of beautiful scenery and natural places.

These qualities also mean the region will grow. Between 2000 and 2050, our region will add more than 1.7 million people and 1 million new jobs.

But with growth comes challenges. How should we grow? Where should we grow? How should we travel around the region? How will growth affect our environment and quality of life?

In 2002, the Sacramento region faced a prospective future of worsen-

ing congestion—a projected increase of over 50 percent by the year 2025—and increasingly worse air pollution based on current land-use patterns, transportation funding levels, and transportation investment priorities. To attempt to solve these challenges, the Sacramento Area Council of Governments (SACOG) Board of Directors initiated the Sacramento Region Blueprint project, an extensive study of the linkages between transportation, land use, and air quality.

The philosophy behind the regional visioning process was that planning and design choices made by a community

have many impacts on regional development patterns, modal choices, infrastructure costs, redevelopment potential, natural resources, and other aspects of livability. By being aware of the consequences of their community's development choices, residents can improve their economies, environments, and quality of life. If communities work together at this process, then these positive effects can be seen regionally.

As its core goal, the Blueprint aimed to support local

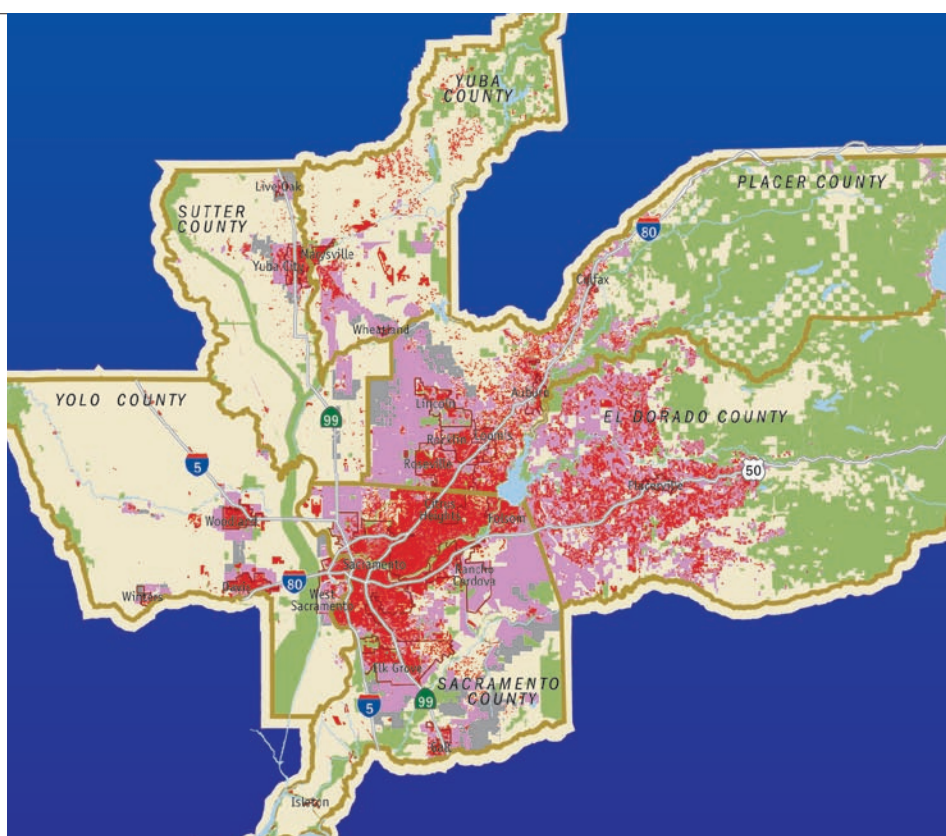
BASE CASE

Projected Development in 2050

Key to the maps

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

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





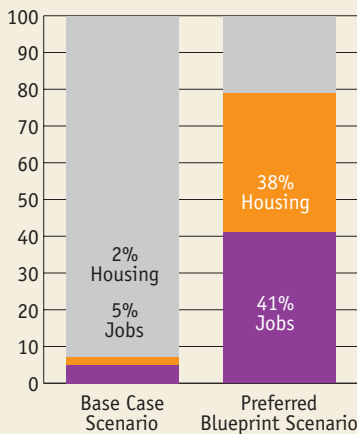
TRANSPORTATION CHOICES

Community design can help encourage people to walk, ride bicycles, ride the bus, ride light rail, take the train, or carpool. Streets can be designed to include dedicated bike lanes or special lanes for bus rapid transit.

The more people walk, bicycle, or ride the bus, the less they need to drive alone in their cars. Less driving alone means less congestion and less air pollution.

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.



Lincoln NEV Plan

The Neighborhood Electric Vehicle (NEV) Transportation Plan was developed to implement the city of Lincoln's vision to offer residents safe access to downtown Lincoln and other commercial areas by using electrically powered, low-speed vehicles. The city also helped with the passage of AB 2353, which allows local governments to revise their golf cart transportation plan to apply to all low-speed vehicles (under 35 mph).



Davis Bike Network

Davis is home to an extensive bike and pedestrian network and infrastructure system, including bicycle routes, separate trails, dedicated street signals, parking and other features. The city is also home to the new U.S. Bicycle Hall of Fame. The network includes over 55 miles of on-street bicycle lanes, over 55 miles of off-street paths, and 23 grade-separated crossings.



Sacramento Regional Transit Light Rail Extension

In 2005, Sacramento Regional Transit District (RT) extend its Gold Line 10.7 miles east to Folsom, and in 2006, the line extended west to the Sacramento Valley Station. These extensions have added thousands of riders and provided a direct connection from the region's largest transit system to Amtrak. Now, someone can hop on a train, transfer to the Capitol Corridor to connect with the Bay Area, or go south on the San Joaquin through the Central Valley. RT is working on extending the Blue Line south to Cosumnes River College, and the new Green Line to the River District—and on to the airport.





HOUSING CHOICES



West Sacramento Ironworks Lofts and Homes

Ironworks is a development of 187 lofts and small-lot homes on 16 acres in West Sacramento's Bridge District. Bordered by the Sacramento River and downtown Sacramento, the development of three-story lofts and one-story homes offer a variety of housing options close to arts, entertainment, employment centers, and shopping. The Bridge District is planned to be a major infill area in West Sacramento, with a mix of housing, parks, a streetcar, and a waterfront promenade.



Rancho Cordova Capital Village

This new town center with mixed-use design concept utilizes the proximity to a high concentration of job-generating office parks to offer unique and diverse housing stock, open space, and a new community center. The 118-acre project site is surrounded on three sides by corporate offices and is within approximately one-half mile of light rail stations, presenting great opportunities for transit-supportive development. The project also includes an urban park with many amenities for health, recreation, and a sense of community.



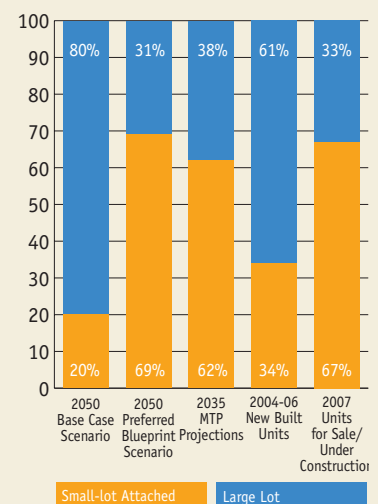
Sacramento L Street Lofts

This new eight-story infill loft project has added 92 housing units and 6,000 square feet of retail ground floor to Sacramento's midtown neighborhood. The project is within walking distance of 78 restaurants, 8 night clubs, 25 boutiques, and 22 art galleries, as well as numerous coffee shops and theatres. The project gives residents the upscale amenities and the best of an urban lifestyle.

Providing a variety of places where people can live—apartments, condominiums, townhouses, and single-family homes—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 very low-, low-, and moderate-income people for whom finding housing, especially housing close to work, is challenging

HOUSING CHOICE

New Housing Stock in:
(in percent)



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.



COMPACT DEVELOPMENT

By creating environments that are more compactly built and use space in an efficient, but more aesthetic manner, communities can encourage more walking, bicycle, or riding transit and discourage driving alone.



West Roseville Village Center

The most notable feature in the West Roseville specific plan is its village center, a 120-acre district designed and modeled after a traditional downtown. The specific plan includes customized development standards and design guidelines to ensure that the village center builds out with a pedestrian-friendly urban form and a mix of land uses. In addition, the specific plan provides for preservation of the project area's most significant natural resources, including several creek corridors and a large oak woodland.



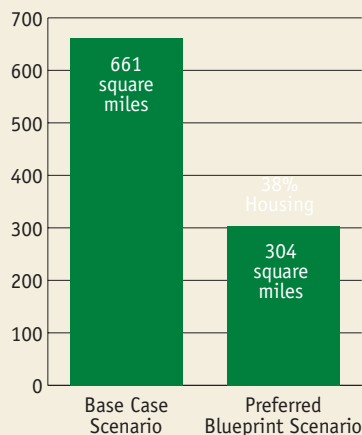
Sacramento 65th and Folsom F65 Mixed-Use Development

This mixed-use project design transforms an aging industrial area into a community asset, linking the Sacramento State campus with the 65th Street light rail station. The design establishes a prominent streetscape and features pedestrian and bicycle connections leading to a central plaza. The plaza's orientation toward a main intersection, combined with the project's panoply of retail amenities, creates an active café culture that lures commuters and students alike. The second-floor residential element aims to attract residents who favor non-traditional housing options.



Photo Simulation

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.

Rocklin Downtown Plan

The city of Rocklin is undertaking a downtown plan that will significantly increase residential densities in the downtown area and raise the building heights. Two mixed-use projects have already been approved.





USE EXISTING ASSETS



Citrus Heights Auburn Boulevard

This project is part of the city's on-going effort to promote and improve pedestrian and bicycle, transit and vehicle movement and safety, incite economic development, and revitalize an aging commercial corridor.



Photo Simulation

Sacramento County Freedom Drive

The Freedom Drive project incorporates smart growth concepts through redevelopment of the McClellan Air Force Base in North Highlands. The focus is on adaptive reuse, infill development, and the creation of multi-modal transportation options in an older, inner-ring suburban area that has no town center or community focal point. The project will create more consistent streetscapes, improve traffic circulation, and solve issues of pedestrian and bicycle safety as it strives to create a sense of community identity through integration of land use and transportation modes.



Photo Simulation

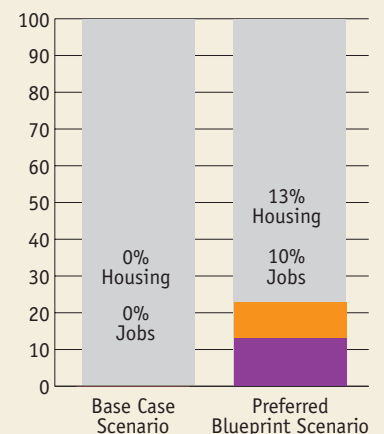
Sacramento Railyards

The Railyards, located in the heart of central Sacramento, encompasses over 240 acres and is the largest urban infill project in the United States. This historic brownfield site is the home of the western terminus of the transcontinental railroad. This area will be redeveloped into a world-class transit-oriented mixed-use development, which will eventually include over 11,000 housing units, and several million square feet of office and retail space resulting in approximately 19,000 new permanent jobs.

Focusing development in communities with vacant land or intensifying development of underutilized land can make better use of public infrastructure, including roads. Building on existing assets can also mean refurbishing historic buildings or clustering buildings more densely in suburban office parks.

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 jobs, would occur through reinvestment.



Timeline Showing Program Relationships

Last Regional
Transportation
Plan
SACOG Adopts
pre-Blueprint

First Regional
Transportation Plan
Based on Blueprint

MTP 2025

MTP 2035

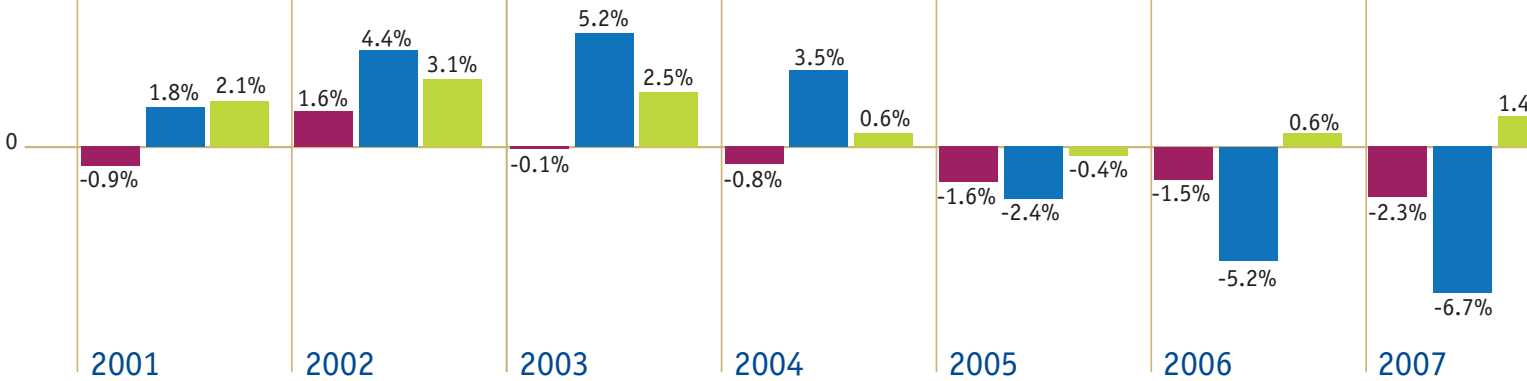
Blueprint

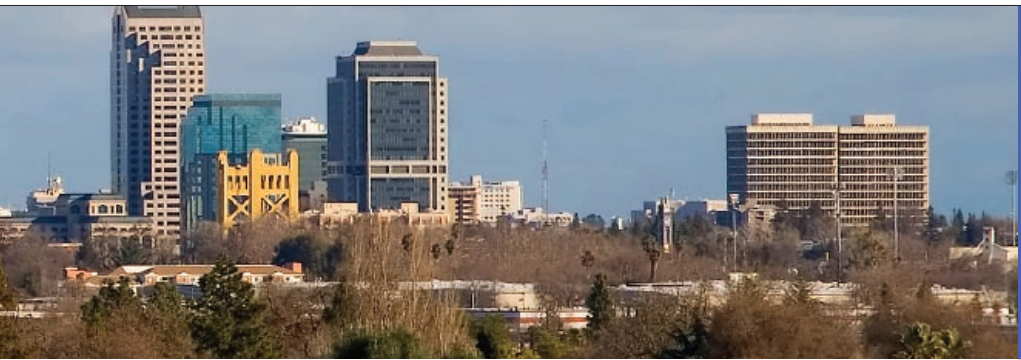
Blueprint 50-Year
Smart Growth
Land-Use Strategy

Sacramento
County
attained
federal PM10
air quality
health standard

Annual Change in Selected Indicators

Leading Three-year Averaged Year-Over-Year Percent Change

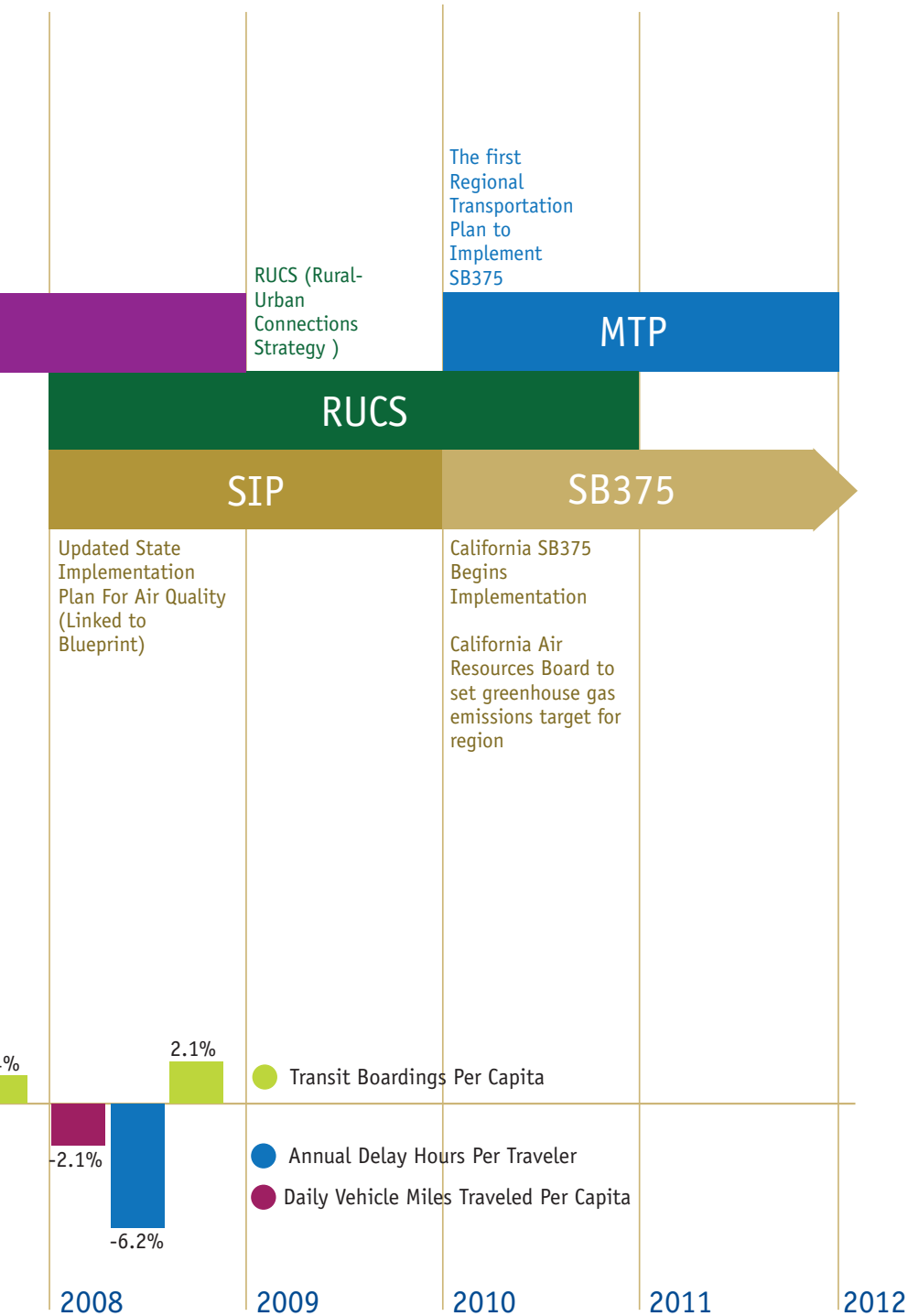




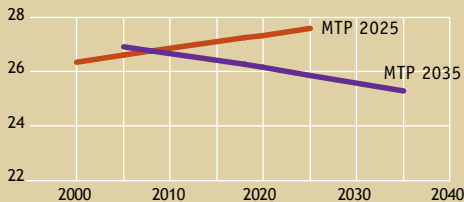
BLUEPRINT INFLUENCE IN THE REGION

Based on Blueprint, Transportation Plans Evolve

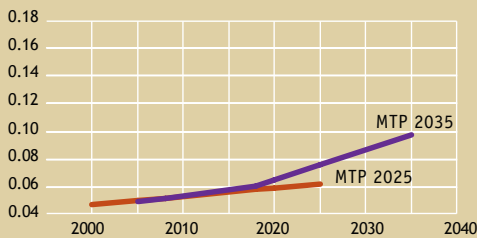
In 2002, the Metropolitan Transportation Plan for 2025 broke new ground with four regional funding programs and a balanced investment between automobile capacity, transit, bicycling and walking. Despite this balance, the plan projected a nearly 60 percent increase in congestion. This led to the need to think about growth and land use patterns, leading to the Blueprint. In 2008, SACOG adopted a Metropolitan Transportation Plan for 2035 based on the Blueprint.



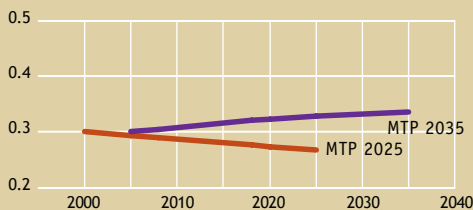
Total Weekday Vehicle Miles Traveled Per Capita



Weekday Transit Person Trips Per Capita



Weekday Non-Motorized Person Trips Per Capita

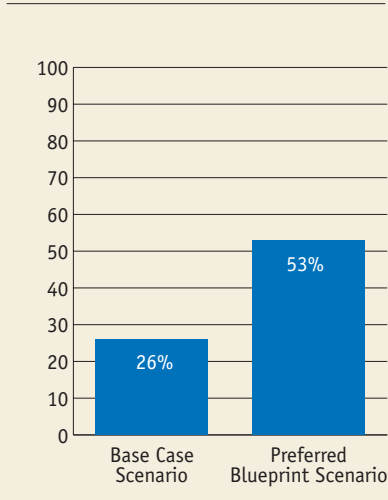




MIXED LAND USES

Building homes together with small businesses or even light industry is called “mixed-use” development, and it has proven to create active, vital neighborhoods. This type of development includes: housing near an employment center, a small shopping center near housing, or a high-rise building with ground-floor retail and apartments or condominiums upstairs. Mixed-use development near transit can boost ridership and provide a viable alternative to driving.

PEOPLE LIVING IN AREAS WITH A GOOD MIX OF JOBS AND HOUSING in 2050 (in percent)



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.



Sacramento East End Lofts

The existing masonry and concrete building was constructed in 1922 as an automobile sales and service facility. The renovated building is a strong urban presence, incorporating a mix of uses, giving it and the surrounding area a renewed sense of vitality. The ground floor accommodates two restaurants, the second floor has modern Class-A office space, and the third and fourth floors together house 18 custom live/work lofts.



Historic Folsom Station

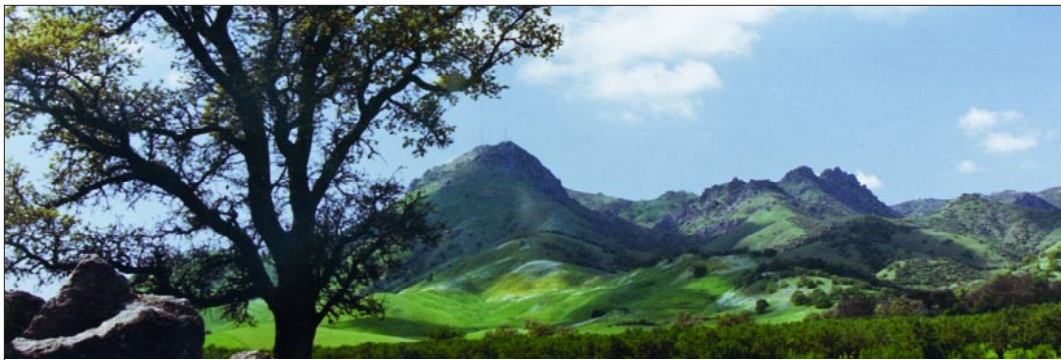
This 4.9 acre development will add mixed-use retail, residential and office space, and higher-density housing around an existing light rail station. In addition to new buildings, the site will include public open space, an amphitheatre, permanent exhibits of Folsom’s trail history, linkages to transit, and landscape and pedestrian improvements.



West Sacramento Civic Area

The city of West Sacramento’s vision for the West Capitol Avenue corridor is to transform it into a new downtown and central core. This new, vibrant main street will take advantage of the prime location, providing an attractive mix of civic, residential, and commercial land uses. The design of the civic area will allow for multiple forms of transportation, and is critically important in integrating the north and south parts of the community, overcoming the potential divide between new and old parts of the city.





NATURAL RESOURCES CONSERVATION



Resource Management Plans

The region is currently home to several diverse habitat conservation planning efforts. Resource management plans, when well executed, provide the opportunity for economic and ecological betterment. While the status of the plans varies, all would aid in the preservation and improvement of natural habitats and critical resources. At the same time, the plans would ensure that areas home to less-critical natural resources can be developed for homes, businesses, and infrastructure in an expedited fashion.



Local Food Outlets

Food co-ops and other grocery stores in the region are offering opportunities to learn about the benefits of purchasing local foods through classes and printed materials. Some have signs indicating the producers of meats and produce, and major grocers in the region are starting to follow suit. Over 45 regional farmers' markets also serve to increase local access to food and create market opportunities for small to medium size farms.



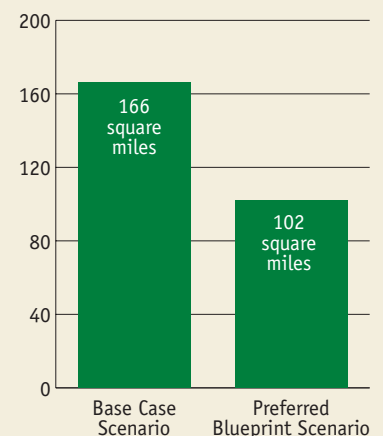
Aquatic Resources Inventory

In 2009, SACOG worked with the U.S. Army Corps of Engineers to secure nearly \$1 million dollars to establish a region-wide inventory of aquatic resources. The inventory, when complete, will help implement the various habitat conservation planning efforts in the region and also streamline the Corps' Section 404 permitting process, which regulates dredge and fill material discharge into waters and wetlands. This streamlined process may include a Blueprint-specific letter of permission, which would work to incentivize Blueprint-supportive projects by further streamlining permitting.

Our quality of life is better when we have clean air to breathe and water to drink, and when we can experience the outdoors—in parks and greenbelts or in natural places. We are more likely to ride bicycles or walk in these settings. To ensure healthy and attractive natural environments, we must preserve and maintain our open spaces, natural places, and farmland.

AGRICULTURAL LAND CONVERTED TO URBAN USES

Through 2050
(in square miles)



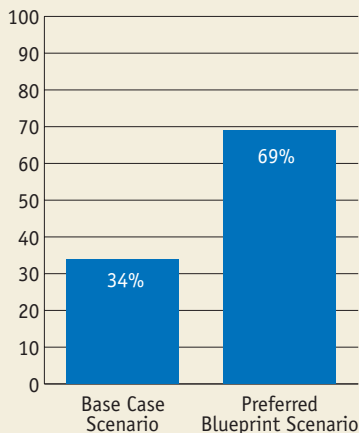
Under the Base Case 166 square miles of agricultural land would be converted into urban uses. With the Blueprint Scenario, 102 square miles would be converted from agricultural land to urban uses.



QUALITY DESIGN

How projects are developed, how they are oriented in relationship to the street, how their façades are designed, if they have setbacks and where their garages are placed, all contribute to a community's attractiveness. This also influences how much people like to walk or bicycle, and contributes to community pride and sense of ownership.

PEOPLE LIVING IN AREAS WITH GOOD PEDESTRIAN FEATURES in 2050 (in percent)



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



Marysville Downtown Planning Efforts

Marysville has undertaken four planning efforts to direct future public and private investment toward the goal of creating a vital, thriving and self-sustaining downtown commercial district. A critical priority is to revitalize the area and create a lively ambiance to attract people, activities and commerce to the downtown, while maintaining the downtown's historic "small-town" charm.



Winters Downtown Planning and Form-Based Codes

This new downtown master plan makes detailed revisions to the city of Winters' Zoning Code to enhance parking standards, and to create a more "form based" design code. The goal is to provide for a more open development of the downtown area. The city hopes to promote economic revitalization of the downtown, through mixed-use development, more pedestrian orientation, increased density for infill, and improved standards for parking and overall design.



Sacramento R Street Corridor

Sacramento's R Street corridor, once a thriving warehouse district, is being transformed into a new transit-oriented, mixed-use neighborhood. The 14&R development, formerly a bakery warehouse, now features attractive, street-level restaurants and retail. Above, 12 lofts in the historic brick building offer modern touches, including a common rooftop deck with views of downtown.





BLUEPRINT'S IMPACT:

Blueprint Informs the Metropolitan Transportation Planning Process

Each time SACOG adopts an MTP it must first adopt a 25- to 30-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 by type of growth and geographic location. The land use pattern that forms the foundation of an MTP is based on both the policy directions cities and counties are pursuing as well as the estimated performance of the real estate market.

After the Blueprint was adopted and 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 was developed for the creation of the MTP land use allocation. 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 quantify 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 land use patterns of the past.

To help create the 2035 land use map and allocation for the first MTP update post-Blueprint, SACOG worked with each local government to identify their Blueprint implementation efforts. Implementation strategies are different for each jurisdiction. Some have incorporated the Blueprint principles into their general plan updates to guide future growth and development and are conforming implementing codes to the general plan updates; others have initiated area-specific plans to implement Blueprint principles; some jurisdictions created their own Blueprint implementation strategies to guide their planning and development review processes.

These individual local government's actions are occurring at different times and scales of effort. It is expected that local governments will make the final decisions on what specific changes to adopt after completing local planning processes, including citizen participation.

To support the more compact land use pattern predicted in the MTP land allocation and growth forecast, the MTP2035 invests a far greater share of transportation resources in alternative modes and trip reduction than any previous MTP.

A Changing Region

By 2035, the Sacramento region will:

- add 1.2 million residents
- add 535,000 new jobs
- add 525,000 new homes
- increase its senior population 153 percent

This plan will:

- reduce vehicle miles traveled per household by 10 percent
- hold congested travel per household to less than a 5 percent increase
- increase bus frequency, add new street cars and light rail, as well as neighborhood shuttles
- add freeway lanes for car-pools and commuter buses



BLUEPRINT'S IMPACT:

RUCS Strategy Expands on Blueprint

After completing the Metropolitan Transportation Plan for 2035, SACOG started looking at rural land use issues in more detail through the Rural-Urban Connections Strategy (RUCS). In the same way that Blueprint is an economic development strategy for urban areas, RUCS is intended to be an economic as well as environmental sustainability strategy for rural areas.

The RUCS project started by assessing challenges and opportunities across given rural topic areas (see side

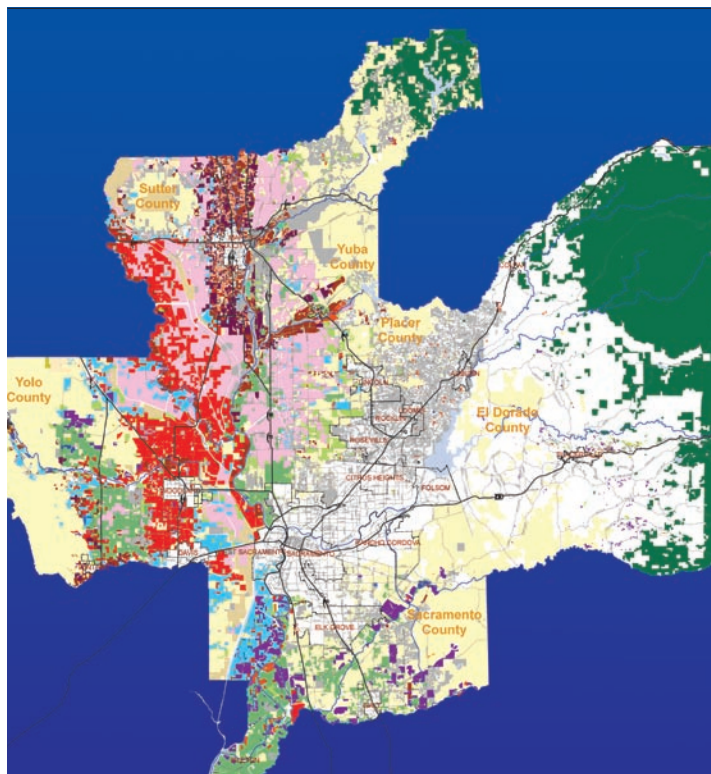
bar). These challenges and opportunities reflect collaborative work with local agriculture, planning, economic development, and environmental representatives to understand the unique issues that affect rural areas.

Through a stakeholder-driven process, SACOG is working directly with citizens, businesses, and public agencies to form strategies that enhance agriculture and rural economies, resource conservation, recreation, quality of life, and regional sustainability. This work will broaden the region's understanding of how decisions about land use, transportation, and investments affect rural areas.

Topic Areas

- **Land Use and Conservation:** policies and plans that shape rural areas and conserve agricultural and open space
- **The Infrastructure of Agriculture:** strategic improvements to transportation challenges to the production process
- **Economic Opportunities:** new ways to grow revenue and sustain regional agriculture
- **Forest Management:** building up economic and environmental value
- **Regulations:** navigating federal and state environmental guidelines

CROP MAP



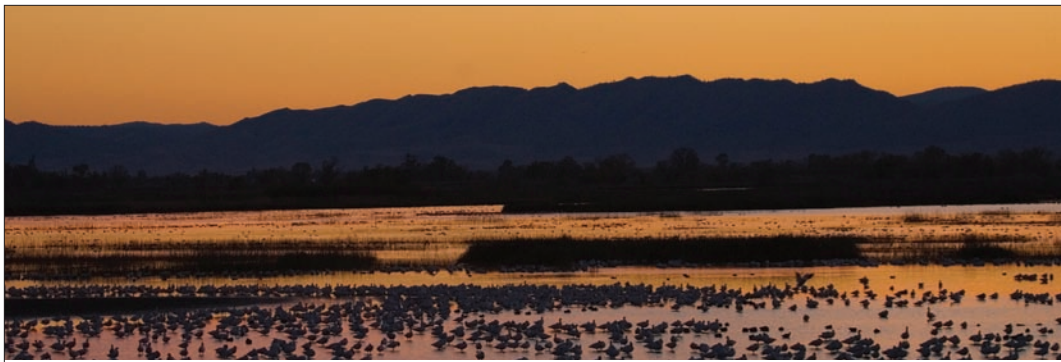
Crop Landscape Types

- Alfalfa Rotation
- Almonds
- Apples
- Christmas Trees
- Dairy
- Equine
- Fallow
- Forest/Timber
- General Field Crops
- Grapes
- Habitat
- Large Scale Local Farm
- Local Livestock
- Local Orchard
- Local Strawberries
- Mandarin
- Nursery
- Olives
- Other Citrus
- Other Fruits and Nuts
- Other Stone Fruit
- Pasture
- Peaches
- Pears
- Processing Tomato Rotation
- Plums
- Prunes
- Rice
- Small Scale Local Farm
- Vegetables
- Walnuts

Mapping Project

The RUCS team is creating a Geographic Information System based tool to assess agricultural production in the region. At the core of this rural land use assessment is crop data. The RUCS project team has collected economic data on agricultural production. When completed, this RUCS analysis capacity will be added to the I-PLACE'S model, providing the capacity to evaluate both urban and rural land use changes.

To view crop data in the region on a larger scale map, visit www.sacog.org/rucs.



REALIZING THE BLUEPRINT

SACOG helps cities and counties across the Sacramento region implement the Blueprint in small and large ways. From helping staff in the early stages of planning, to funding projects, SACOG has many tools and services available to communities.

Video & PowerPoint Libraries

SACOG continues to develop videos and PowerPoint presentations to educate community members about core principles behind the Blueprint project and transportation alternatives with visual examples.

Computer Visual Simulations

SACOG developed a web-based 3D simulation model for 56 square miles of regional study areas to help visualize a range of potential activities on infill development sites. SACOG also developed software that allows planners and designers to remove existing buildings from the simulation and add in "new" building types that displayed potential development.

I-PLACE³S

I-PLACE³S enables users to create and evaluate multiple development scenarios against a set of basecase conditions. It demonstrates how planning and design choices, made by a community, have impacts on development patterns, modal choices, redevelopment potential, and livability to name a few.

Development Review

At the request of a local government SACOG will evaluate a proposed devel-

opment project for its consistency with the Blueprint Principles and Vision Map. SACOG also provides technical planning assistance in the development or update of general plans, community plans, and specific plans.

Training Workshops for Staff & Elected Officials

SACOG provides free educational opportunities for anyone interested in planning related issues. The SACOG Planners Committee has workshops at its monthly meetings on technical and policy topics that local government planners are addressing. Workshops are also held for elected officials and planning commissioners on policy related topics.

Photo Simulations & Image Library

Photo Simulation PowerPoints are very effective tools to show the public how public investment can attract infill development and build attractive, vibrant neighborhoods. Also available for viewing, SACOG created a series of photo simulations for a variety of projects around the region.

SACOG has developed a library of photographic images for local governments, community groups and businesses to use in promoting good land uses, alternative transportation modes, and the connections between the region's urban and rural communities.

Community Workshop Facilitation

Local jurisdictions and public and non-profit organizations occasionally hold community planning workshops.

SACOG staff and resources can be made available to workshops that address community growth and revitalization issues. Services provided include facilitation, small-group leadership, educational resources and technical expertise.

Funding Programs

SACOG provides direct grants to support project-specific efforts in cities and counties that implement the Blueprint principles. The support comes in the way of competitive financial assistance. There are four programs that award grants on a two-year cycle: air quality, bicycle/pedestrian, transportation demand management, and community design.

Form-Based Code Handbook

SACOG's Form-Based Code Handbook provides background information on form-based codes, when to use it, and, most importantly, a practical step-by-step guide on how to create one. Although the case studies are not actual form-based codes, they illustrate the steps and considerations needed to create a form-base

BLUEPRINT AWARDS & RECOGNITION

The Sacramento region's Blueprint 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)

Sacramento Mutual Housing Association—Community Development Award (2005)

American Lung Association Sacramento Emigrant Trails—Regional Clean Air Award (2005)

Sacramento Business Journal—Real Estate Deal of the Year (2005)

Wall Street Journal—With Gas Over \$4, Cities Explore Whether It's Smart to be Dense (2008)

Sacramento Business Journal—Top 25 Stories of 25 Years (2010)



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