



12.2

PLANNING AND BUILDING
DEPARTMENT

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CALIFORNIA

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June 14, 2004

City Council
Sacramento, California

Honorable Members in Session:

SUBJECT: SACOG REGIONAL BLUEPRINT PROJECT (M03-041)

LOCATION AND COUNCIL DISTRICT: CITYWIDE

RECOMMENDATION: For Information Only

CONTACT PERSONS: Steve Peterson, Principal Planner, 264-5981
Sparky Harris, Associate Planner, 808-2996

FOR CITY COUNCIL MEETING OF: June 29, 2004 (evening session)

SUMMARY: SACOG and city staff will brief the City Council on the SACOG Blueprint project and review the alternative scenarios as they apply specifically to Sacramento for the purpose of providing SACOG with direction on a preferred regional alternative.

COMMITTEE/COMMISSION ACTION: There was none required for this report.

BACKGROUND INFORMATION: SACOG staff will provide a brief overview of the Blueprint project to date and the results of the Tall Order Conference. City staff will then review how the alternative growth scenarios compare with existing plan policies and land use patterns within areas of Sacramento.

Staff is requesting the Council to review and comment on the pros and cons of the alternatives and provide staff with direction if any aspects of the alternatives are unacceptable. The Council should identify issues or questions which should be addressed in order to develop a consensus on a preferred regional land use alternative. Copies of the alternative maps are included in the attached PowerPoint presentation.

Based on the Tall Order Workshop results, residents preferred Scenario C (slightly higher housing densities and reinvestment in inner ring areas) and D (highest housing densities and

reinvestment levels in core areas) over B (land use mix with edge cities getting most growth) and A (future development same as today).

SACOG intends to complete additional technical research and community outreach during the summer and fall. An interactive town hall with elected officials will be held in September to further refine a preferred alternative and set of planning principles.

FINANCIAL CONSIDERATIONS: The next Metropolitan Transportation Plan (MTP) update is intended to rely on a preferred alternative developed as part of the Regional Blueprint project to inform future transportation funding and land use policy decisions.

ENVIRONMENTAL CONSIDERATIONS: None are applicable at this time.

POLICY CONSIDERATIONS: The City's participation in the SACOG Regional Blueprint Project is consistent with adopted Smart Growth Principles and the City's Strategic Action Plan. Specifically, the project furthers the creation of a smart growth regional vision, enhances and preserves neighborhoods and promotes community and regional partnerships by decision-making bodies to discourage sprawl and promote infill development. Additionally, the City's General Plan Update will build upon the Blueprint outreach process and modeling tools to develop smart growth alternatives tailored for Sacramento.

ESBD CONSIDERATIONS: No goods or services are being purchased.

Respectfully submitted:


GARY STONEHOUSE
Planning Director


MICHAEL MEDEMA
Interim Director of Development Services

RECOMMENDATION APPROVED:



ROBERT P. THOMAS
City Manager

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Attachment A – PowerPoint Presentation

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TALL
REGIONAL FORUM
2004
ORDER
CHOICES FOR
OUR FUTURE

Four Scenarios for the Future

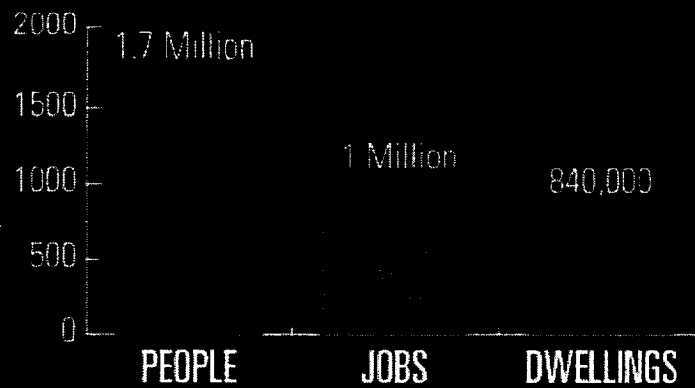
S A C O G



Sacramento Area Council of Governments • Valley Vision

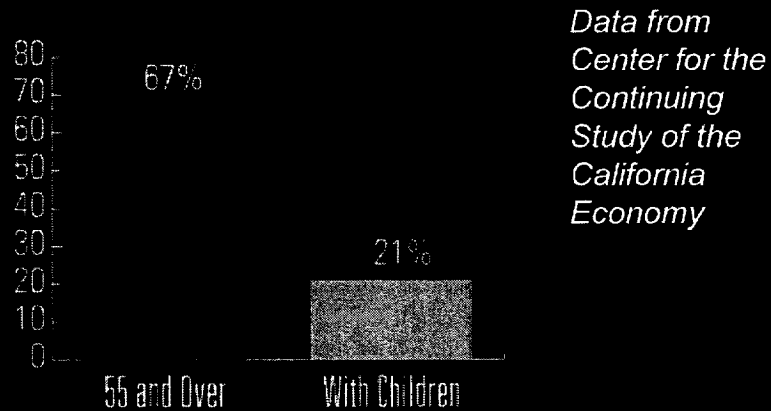
Same in A, B, C, D

AMOUNT OF GROWTH THROUGH 2050



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GROWTH IN HOUSEHOLDS 2002 to 2050



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Similarities between B, C and D

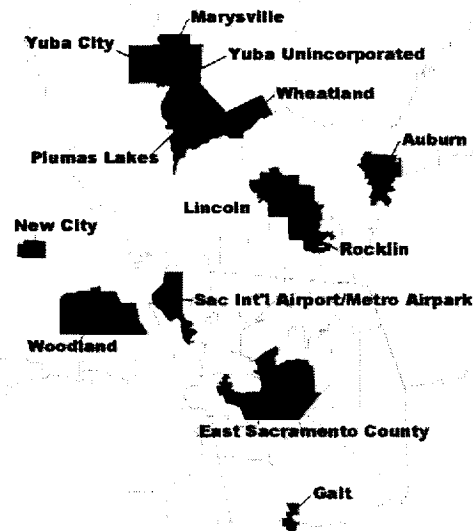
- Housing – more options, higher density
- Emphasis on growth through “whole communities” (jobs AND houses)
- Some growth through reinvestment (in areas with buildings today)
- Nearly all county workshop participants picked scenarios with these features

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B — growth focus

- B – areas on EDGE of region get their highest growth

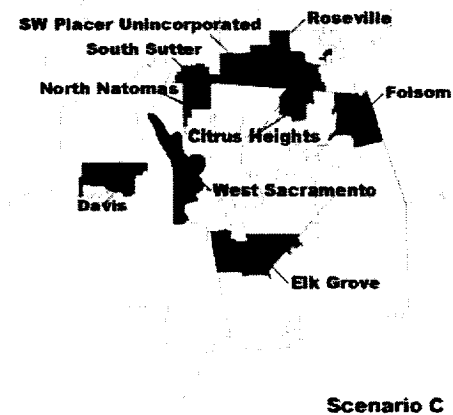
Scenario B



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C — growth focus

- C – areas in INNER RING of region get their highest growth

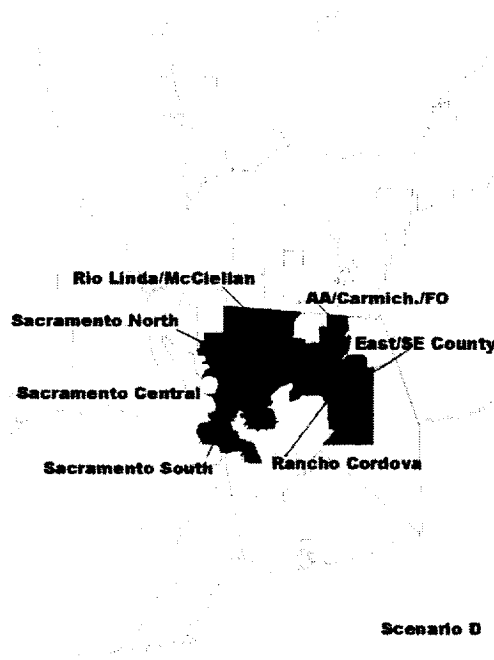


Scenario C

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D — growth focus

- D – areas in CENTER of region get their highest growth



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B, C, D — Key Challenges to Implementation

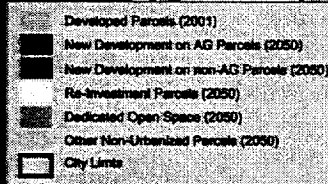
- B – growing “whole communities,” not “bedroom “ communities on edge
- C – natural resource conflicts and regulations
- D – infill economics, politics and regulations



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A

Urban Footprint — 2050

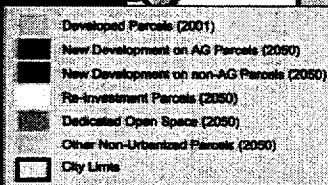


SCENARIO A

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B

Urban Footprint — 2050

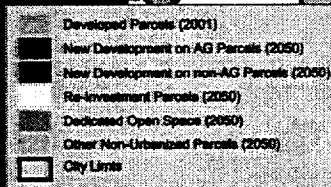


SCENARIO B

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C

Urban Footprint — 2050

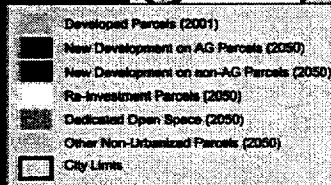


SCENARIO C

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D

Urban Footprint — 2050



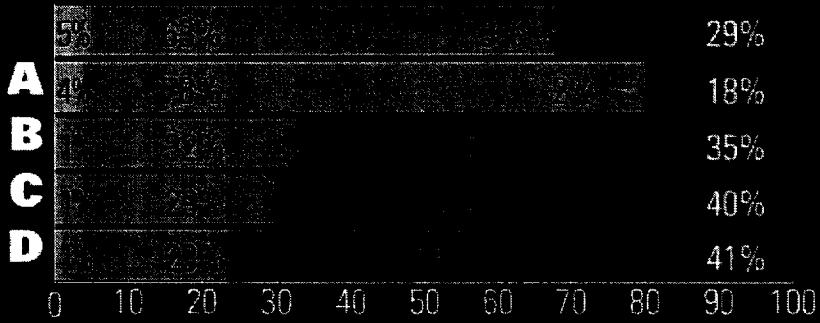
SCENARIO D

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HOUSING TYPE GROWTH Through 2050 (in percent)

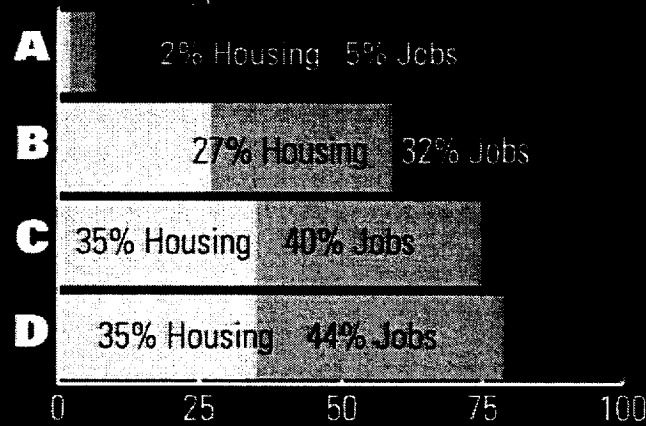
- Housing Type
-  Rural Residential
 -  Single-Family Large Lot
 -  Single-Family Small Lot
 -  Attached Residential

Existing



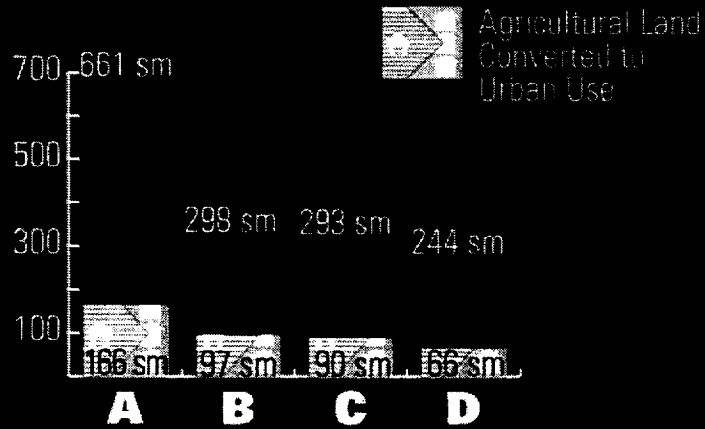
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GROWTH NEAR TRANSIT (within 1/4 mile of 15 min service in percent)



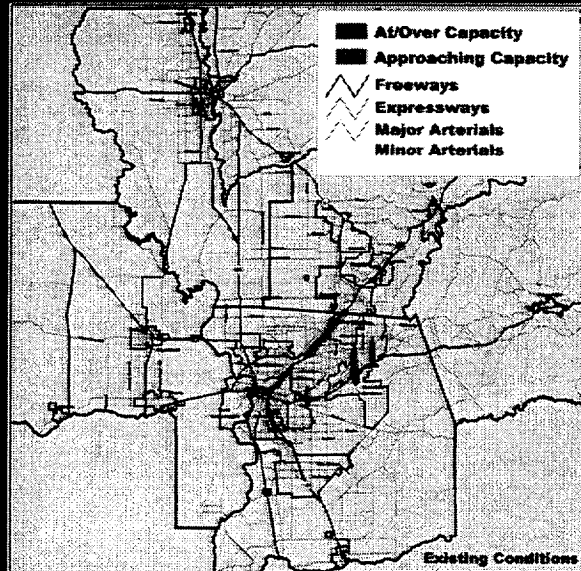
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ADDITIONAL URBANIZED LAND THROUGH 2050 (in square miles)



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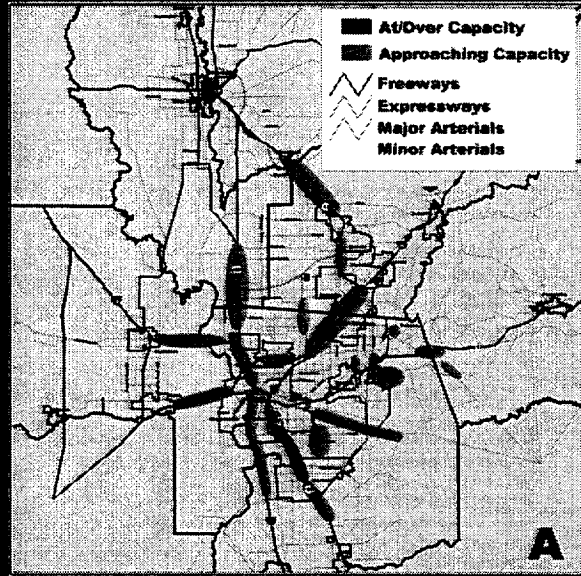
Areas of Heavy Congestion Existing



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A

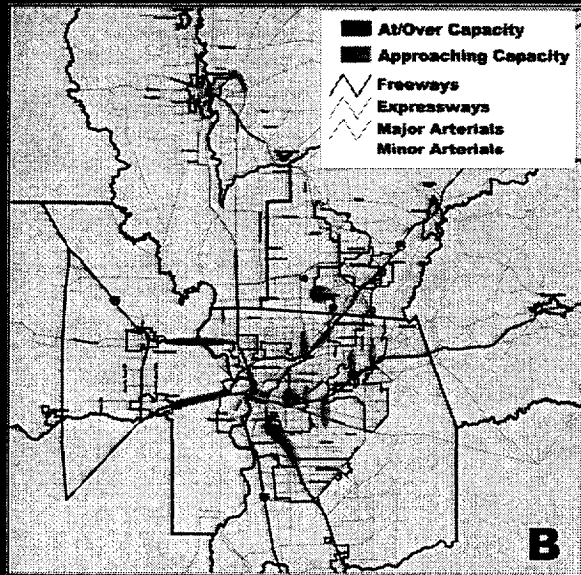
Areas of Heavy Congestion



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B

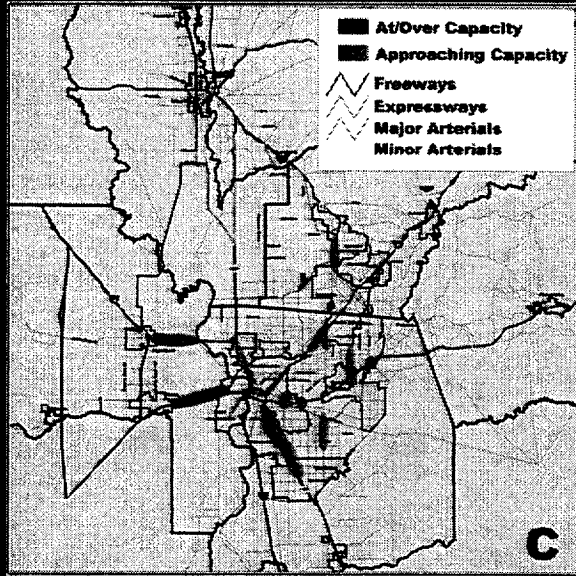
Areas of Heavy Congestion



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C

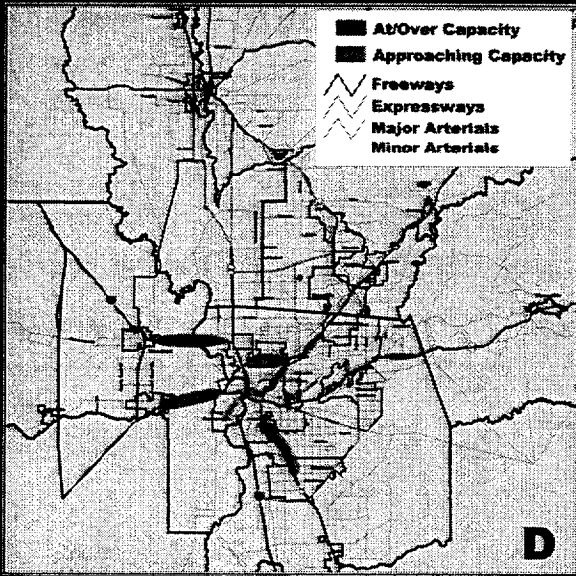
Areas of Heavy Congestion



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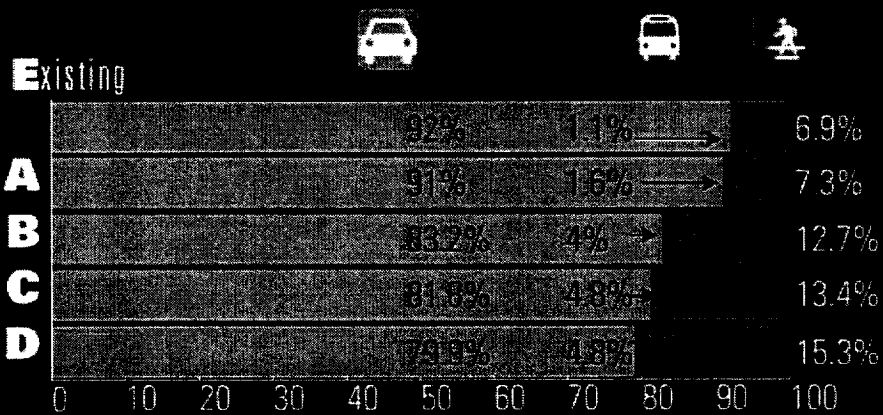
D

Areas of Heavy Congestion



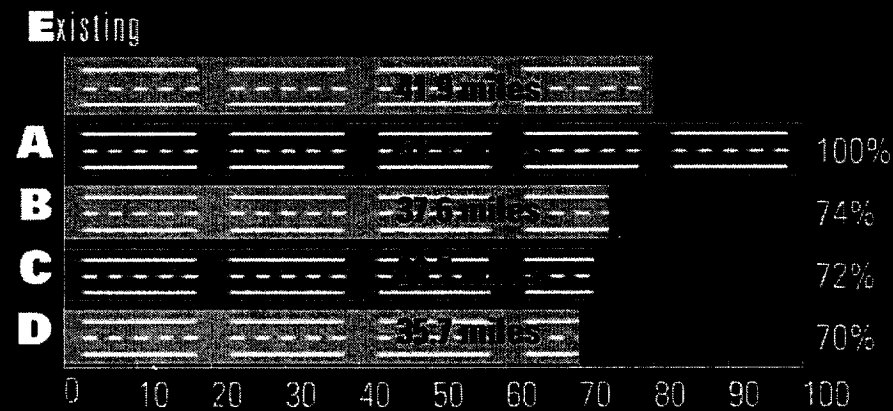
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TYPE OF TRIPS (in percent)



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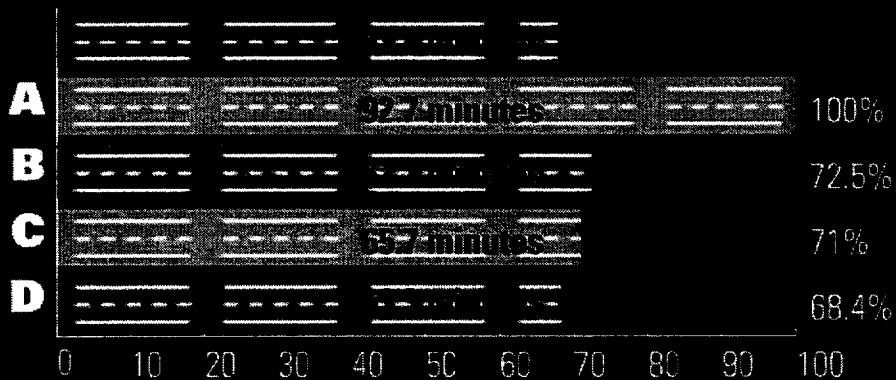
VEHICLE MILES TRAVELED PER DAY (per household)



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DAILY VEHICLE MINUTES OF TRAVEL (per household)

Existing



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TALL
REGIONAL GROWTH
ORDER
CHOICES FOR
OUR FUTURE

Four Scenarios for Sacramento's Future

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How Scenarios were Created

Scenario A

Developed by SACOG staff

Scenarios B, C, & D

Developed by citizen input at 37 workshops and input from a Regional committee of city and county planners

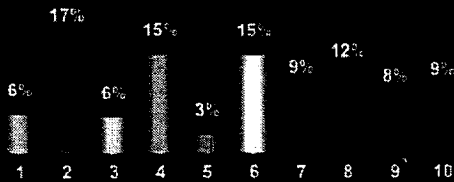


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Survey Responses

Where do you live?

- 1 El Dorado County
- 2 Placer County
- 3 Sutter County
- 4 Yuba County
- 5 Yuba County
- 6 Sacramento District 1
- 7 Sacramento District 2
- 8 Sacramento District 3
- 9 Sacramento District 4
- 10 Sacramento District 5



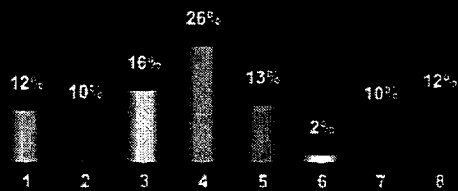
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Survey Responses

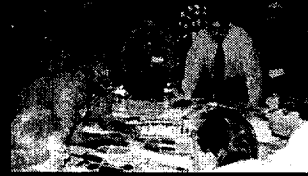
Which of the following best describes the interests you are representing today?

1. Business/agriculture
2. Environment
3. Real Estate Development
4. Local government
5. General concerns of neighborhoods
6. Utilities
7. Social justice/equal
8. Other



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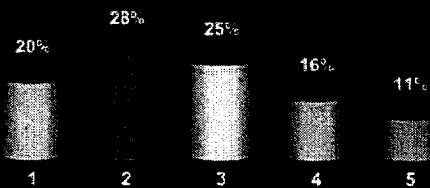
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Survey Responses

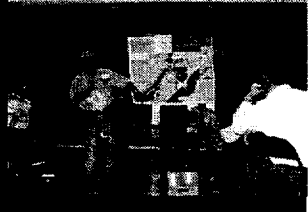
How likely is it that someday you will live in a single-family house with a small lot (less than 5,500 square feet)?

1. Definitely will
2. Probably will
3. Probably will not
4. Definitely will not
5. Not sure



Slide: 21

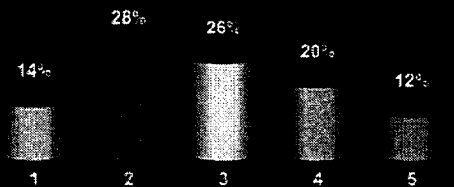
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Survey Responses

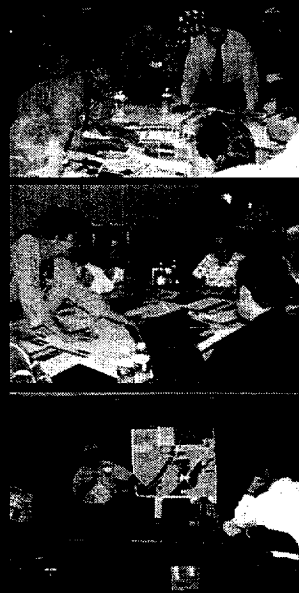
How likely is it that someday you will live in some kind of attached housing product (i.e. townhouse, mixed use building, apartment building or condominium)?

- 1. Definitely will
- 2. Probably will
- 3. Probably will not
- 4. Definitely will not
- 5. Not sure



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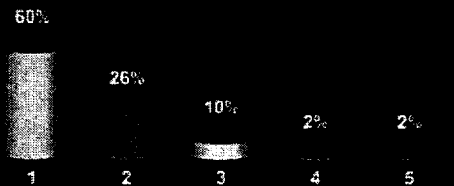
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Survey Responses

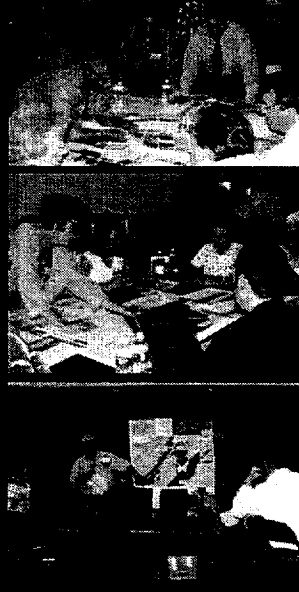
How important to you is it that your work be close to where you live- a 20 minute commute or less?

- 1. Definitely important
- 2. Important
- 3. Not important
- 4. Definitely not important
- 5. Not sure/no opinion



Slide: 23

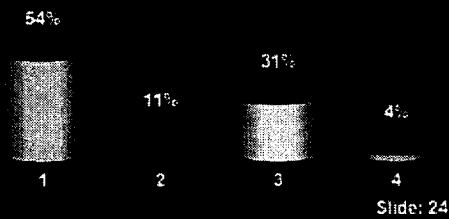
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Survey Responses

In the next 5 to 10 years do you think the importance to you of living close to where you work will:

- 1. Be about the same as it is today
- 2. Be less important to live near where I work
- 3. Be more important to live near where I work
- 4. Not sure



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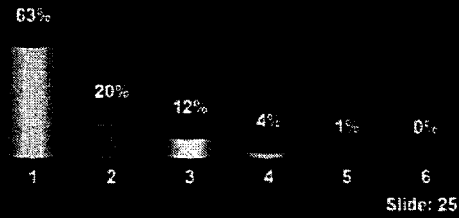
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Survey Responses

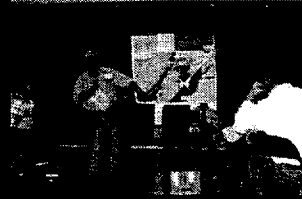
How important to you is it to have some kinds of shopping, parks and schools close to where you live?

- 1. Very high
- 2. High
- 3. Moderately high
- 4. Low
- 5. Very low
- 6. Not sure



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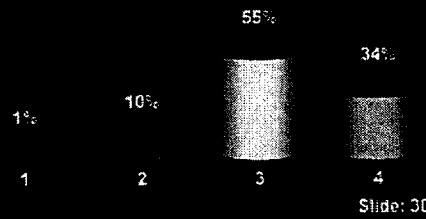
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Survey Responses

For Discussion Leaders Only: Which scenario did your table pick to refine?

- 1 A
- 2 B
- 3 C
- 4 D



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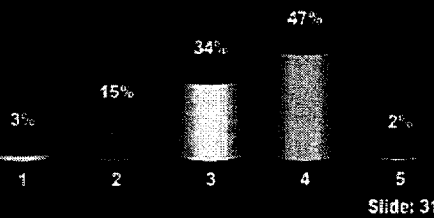
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Survey Responses

All things considered, which of the four scenarios do you like best for the local area you live in?

- 1 A
- 2 B
- 3 C
- 4 D
- 5 Not sure



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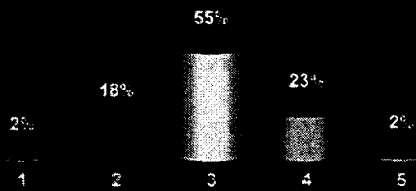
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Survey Responses

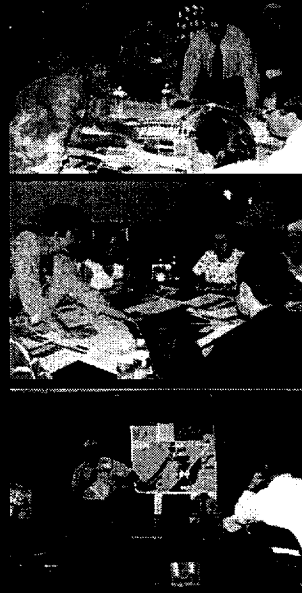
Second best?

- 1 A
- 2 B
- 3 C
- 4 D
- 5 Not sure



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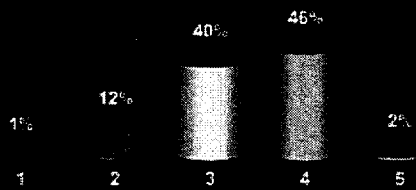
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Survey Responses

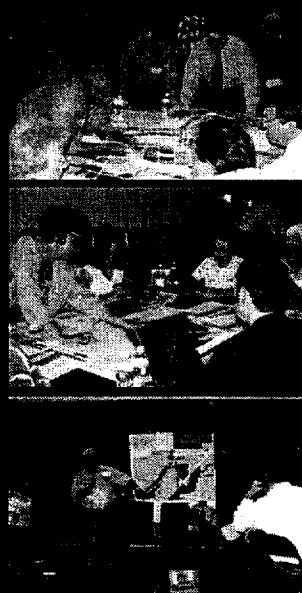
Which scenario do you like best for the region?

- 1 A
- 2 B
- 3 C
- 4 D
- 5 Not sure



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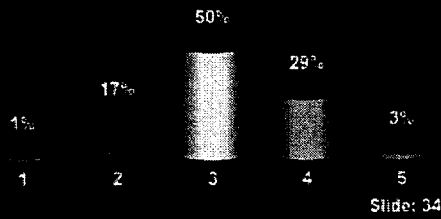
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Survey Responses

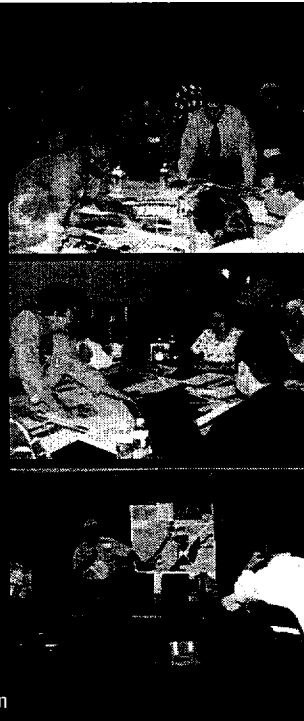
Second best?

- 1 A
- 2 B
- 3 C
- 4 D
- 5 Not sure



Slide: 34

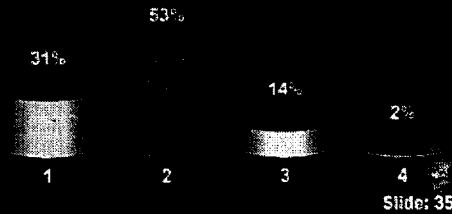
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Survey Responses

Which of the following best describes your opinion about the scenario picked at your table, AFTER it was refined and amended by the group?

- 1 I love it – it should be implemented
- 2 I like it – but have questions that need to be answered before I would support implementing it
- 3 So-So, it has strengths and weaknesses, I'm not sure whether it should be implemented
- 4 I don't like it – it should not be implemented



Slide: 35

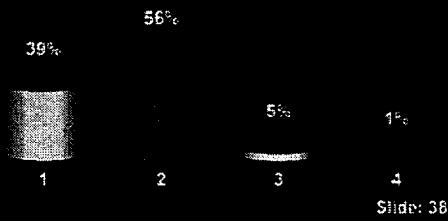
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Survey Responses

Do you think that today's event was a good way to get your opinions about growth in this region?

- 1 Definitely yes
- 2 Yes
- 3 No
- 4 Definitely No



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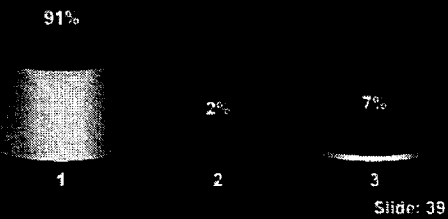
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Survey Responses

Will you come to a workshop in your County to review the draft Blueprint preferred alternative this fall?

- 1 Yes
- 2 No
- 3 Not sure



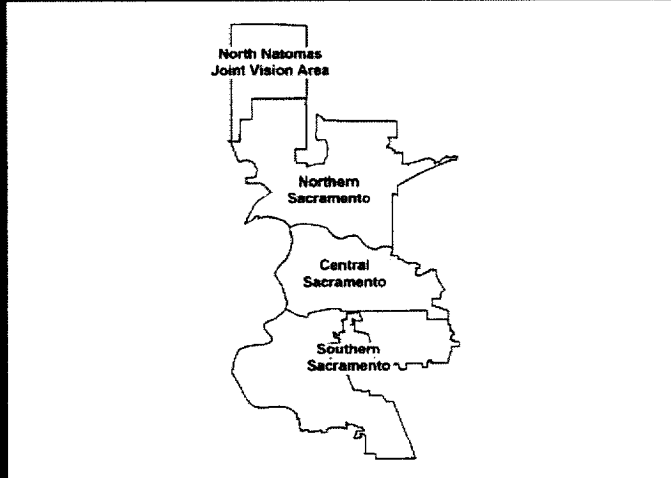
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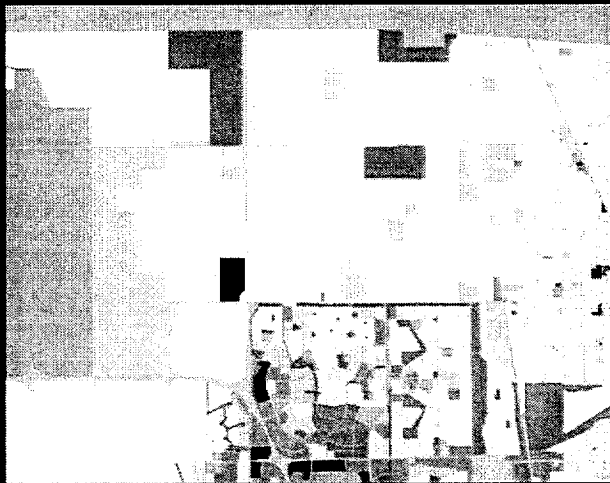
22

City of Sacramento Context Map



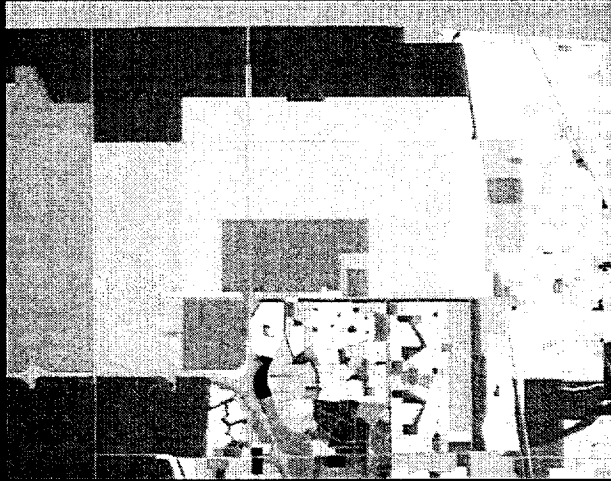
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Scenario A North Natomas Joint Vision Area



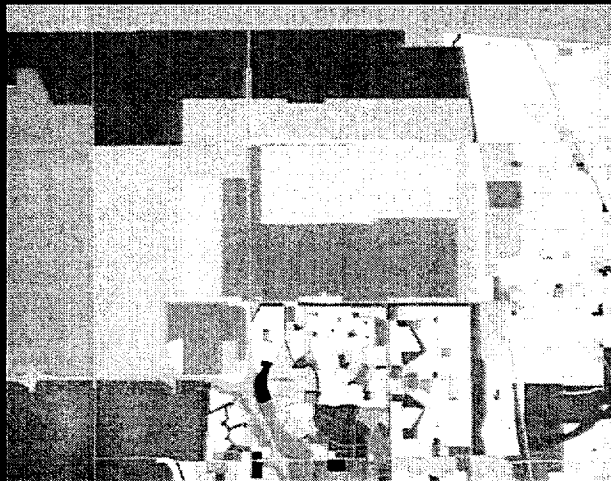
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Scenario B North Natomas Joint Vision Area



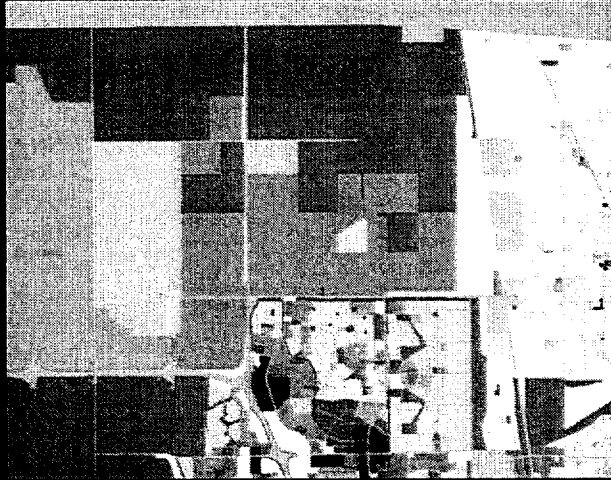
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Scenario C North Natomas Joint Vision Area



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Scenario D North Natomas Joint Vision Area



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North Natomas Joint Vision Area New Growth

	Jobs	Housing
Scenario A	10,846	25,858
Scenario B	9,817	35,063
Scenario C	21,196	46,056
Scenario D	9,622	30,992

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North Natomas Joint Vision Area Total Housing Mix by 2050

	Existing	A	B	C	D
Rural Residential	N/A	0%	0%	0%	0%
Large Lot Single Family	N/A	86%	30%	12%	7%
Small Lot Single Family	N/A	1%	45%	59%	63%
Attached Products	N/A	14%	24%	28%	30%

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North Natomas Joint Vision Area Travel Indicators

	A	B	C	D
Auto Trips	92.7%	79.2%	71.2%	72.8%
Transit Trips	1.8%	7.4%	9.5%	11%
Bike and Ped Trips	5.6%	13.4%	19.3%	16.2%
Vehicle Miles Traveled	51	36.5	32.9	32.4
Hours in Heavy Congestion	42%	37%	55%	31%

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North Natomas Joint Vision Area Qualitative Comparison

Similarities between B C D

- Mostly developed for housing and neighborhood serving jobs
- All growth on "greenfields"
- Open space buffer along County line and Sacramento River

Differences between B C D

- C has much higher growth than A,B or D
- D has vacant urban south of Metro Air Park

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Scenario A Northern Sacramento



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Scenario B Northern Sacramento



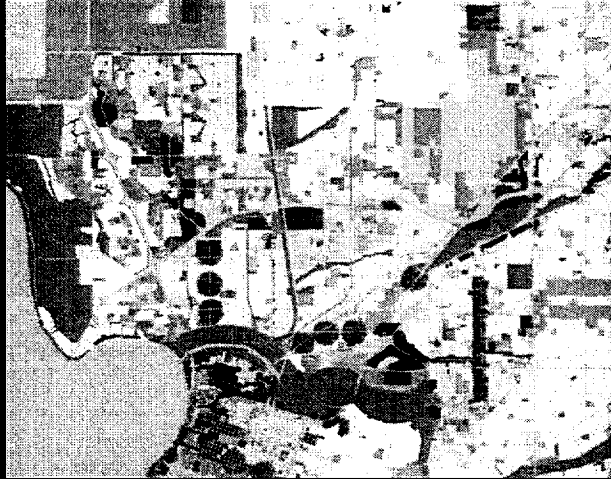
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Scenario C Northern Sacramento



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Scenario D Northern Sacramento



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Northern Sacramento New Growth

	Jobs	Housing
Scenario A	156,022	22,293
Scenario B	67,023	52,798
Scenario C	69,036	61,519
Scenario D	99,129	94,536

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Northern Sacramento Total Housing Mix by 2050

	Existing	A	B	C	D
Rural Residential	0.2%	0.3%	0.1%	0.1%	0.2%
Large Lot Single Family	64%	51%	37%	33%	23%
Small Lot Single Family	0%	3%	18%	17%	14%
Attached Products	35%	46%	46%	50%	63%

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Northern Sacramento Travel Indicators

	A	B	C	D
Auto Trips	92.4%	83.8%	78.2%	70.3%
Transit Trips	1.9%	5.1%	7%	7.8%
Bike and Ped Trips	5.8%	11%	14.9%	21.9%
Vehicle Miles Traveled	46.2	37.6	34.3	28.4
Hours in Heavy Congestion	50%	36%	36%	36%

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Northern Sacramento Qualitative Comparison

Similarities between B C D

- More growth than any other portion of City
- Strong balance of jobs & housing growth

Differences between B C D

- Overall growth increases from B to C to D
- Growth in housing and jobs through reinvestment much greater in D
- Cal Expo replaced with mixed-use village in D

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Scenario A Central Sacramento



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Scenario B Central Sacramento



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Scenario C Central Sacramento



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Scenario D Central Sacramento



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Central Sacramento New Growth

	Jobs	Housing
Scenario A	28,652	739
Scenario B	58,040	29,212
Scenario C	62,535	36,058
Scenario D	84,440	48,515

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Central Sacramento Total Housing Mix by 2050

	Existing	A	B	C	D
Rural Residential	0.1%	0.1%	0.1%	0.1%	0.1%
Large Lot Single Family	56%	55%	34%	31%	27%
Small Lot Single Family	0%	0%	3%	3%	6%
Attached Products	44%	45%	62%	66%	67%

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Central Sacramento Travel Indicators

	A	B	C	D
Auto Trips	78.1%	59.1%	57.5%	57.8%
Transit Trips	7%	13.6%	14.5%	14%
Bike and Ped Trips	15%	27.2%	28%	28.2%
Vehicle Miles Traveled	46.3	30.2	28.5	26.7
Hours in Heavy Congestion	44%	38%	38%	39%

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Central Sacramento Qualitative Comparison

Similarities between B C D

- Much greater growth than A
- Aggressive housing growth
- Strong balance of jobs & housing growth
- Significant redevelopment

Differences between B C D

- Overall growth increases from B to C to D
- I-5 decking with housing and parks in C & D
- Regional park in Richards Blvd Area in D

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Scenario A Southern Sacramento



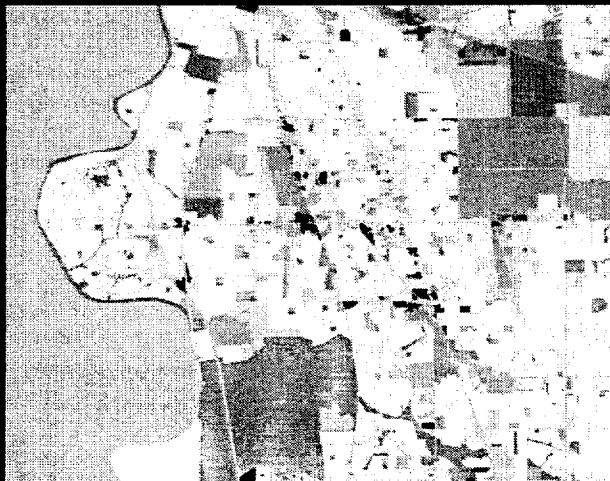
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Scenario B Southern Sacramento



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Scenario C Southern Sacramento



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Scenario D Southern Sacramento



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Southern Sacramento New Growth

	Jobs	Housing
Scenario A	21,767	10,401
Scenario B	28,873	24,560
Scenario C	34,100	28,532
Scenario D	54,050	34,311

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Southern Sacramento Total Housing Mix by 2050

	Existing	A	B	C	D
Rural Residential	0.1%	0.2%	0.1%	0.1%	0.1%
Large Lot Single Family	70%	65%	56%	54%	49%
Small Lot Single Family	0%	1%	9%	11%	17%
Attached Products	29%	33%	35%	35%	34%

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Southern Sacramento Travel Indicators

	A	B	C	D
Auto Trips	87.8%	83.3%	80.7%	78.6%
Transit Trips	2.4%	4.6%	5.6%	5.5%
Bike and Ped Trips	9.8%	12.1%	13.7%	15.9%
Vehicle Miles Traveled	47.4	39.1	37.7	35.4
Hours in Heavy Congestion	45%	32%	32%	29%

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Southern Sacramento Qualitative Comparison

Similarities between B C D

- Strong balance of jobs & housing
- Major greenfield development in Delta Shores

Differences between B C D

- Overall growth increases from B to C to D
- Housing growth through reinvestment increases dramatically from B to C to D
- Executive Airport replaced with mixed-use village and employment center in D

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Citywide Growth

	Jobs	Housing
Scenario A	217,287	62,291
Scenario B	163,753	141,633
Scenario C	186,867	172,165
Scenario D	247,241	208,354

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Citywide Growth through Reinvestment

	Jobs	Housing
Scenario A	0%	0%
Scenario B	5%	16%
Scenario C	8%	20%
Scenario D	30%	33%

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Citywide Housing Growth through 2050 by Type

	A	B	C	D
Rural Residential	0.6%	0%	0%	0.1%
Large Lot Single Family	54.1%	16.5%	10.5%	4.9%
Small Lot Single Family	4.9%	29.9%	33.2%	29.2%
Attached Products	41.2%	53.1%	56%	65.7%

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