



Creating a Sustainable Region from the Ground Up

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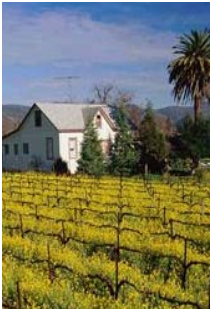
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Judy Robinson, Infill & ARRA Stimulus
Coordinator, Sacramento County

RobinsonJu@saccounty.net



Blueprint Changed General Plan Focus and Scope

Lead to:

- Rethinking our growth management strategies
- Link land use and transportation
- Updating our Land Use Diagram to reflect these new strategies
- Updating our Transportation Plan to reflect these new land use assumptions

Resulting in new growth management strategies!

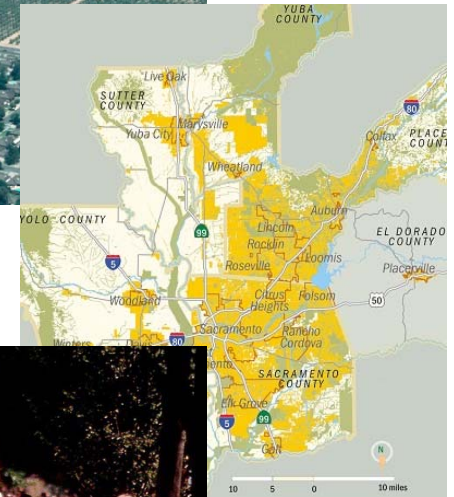


Goals of Growth Management Strategies

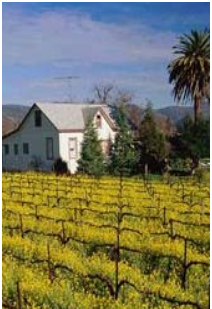
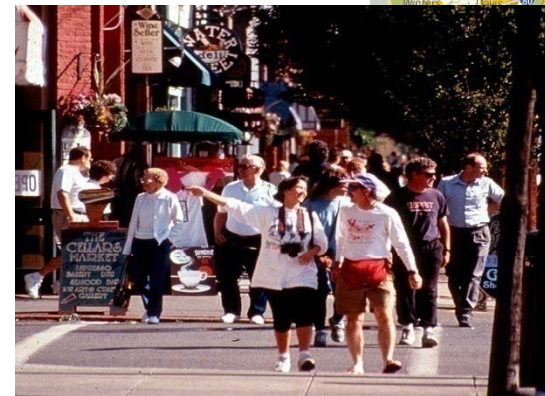
1. Preserve open space & agricultural lands



2. Reign in regional sprawl



3. Revitalize neighborhoods & create sense of place

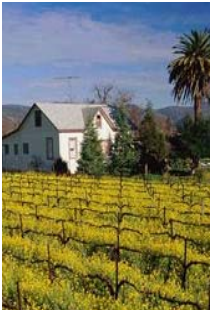




Infill and Corridor Strategies

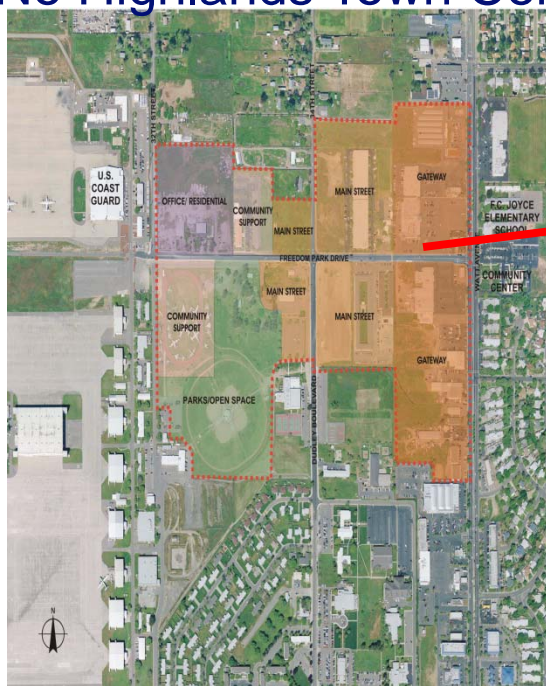
Focus on:

- Preserving Unique and Mature Communities
- Corridor and District Planning
- Community / Neighborhood Character and Sense of Place
- Walk ability
- Decentralization of Services
- Re-Develop using Smart Growth Principles
- Encouraging Diverse yet Compatible Land Uses



Laying the Groundwork for the Corridor Plan

No Highlands Town Center



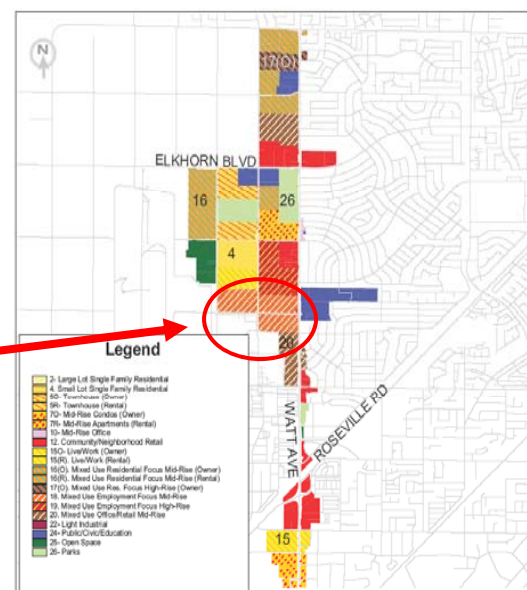
NORTH HIGHLANDS TOWN CENTER DISTRICTS



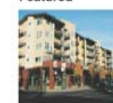
TABLE 6

North Highlands — Smart Growth Planning Scenario

SACRAMENTO REGION
Blueprint
TRANSPORTATION & LAND USE STUDY



Key Land Uses Featured



17 Mixed-Use Residential Focus High-Rise



26 Park



16 Mixed-use Residential Focus Mid-Rise



4 Small Lot Single Family Residential



20 Mixed-Use Retail/Office Mid-Rise

Key Elements of Planning Scenario

The existing low-intensity retail on Watt Ave. was replaced with transit- and pedestrian-friendly mid-rise mixed-use office/retail. Specific features of the plan include:

- Townhomes, small-lot single family, mid-rise condos, mid-rise mixed-use residential focus, and live/work around large park
- Grade separated bus stop with pedestrian improvements at Roseville Rd. and Watt Ave.
- Express bus service

Resulted in the following changes from base case:

- Capacity for 9,800 more employees
- Capacity for 21,300 more residents
- Improved land use mix from 38 to 3 employees per dwelling unit

PLACE'S Indicators

Total Employees	27,428
Total Residents	20,129
Employees per Dwelling Unit	2.6
Pedestrian Friendliness (1 = worst, 5 = best)	3.5
Change in Vehicle Miles Traveled per Household from Base Case*	-4%

*See North Highlands Neighborhood Detailed Indicators for more information

3000 S Street,
Suite 300
Sacramento, CA
95816

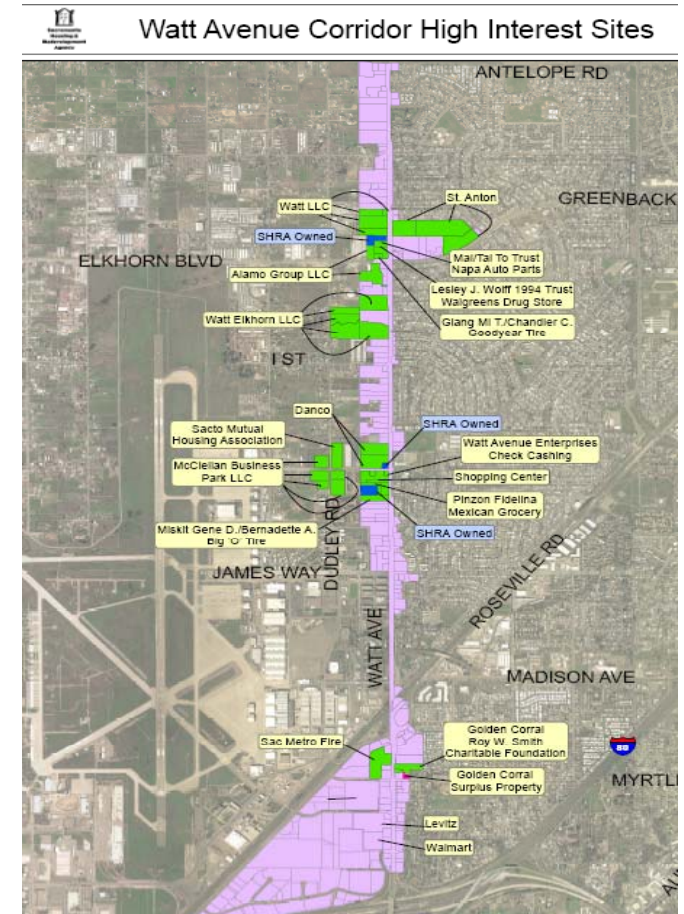
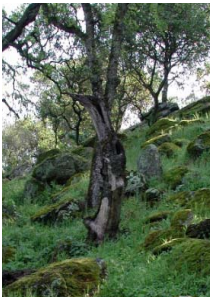
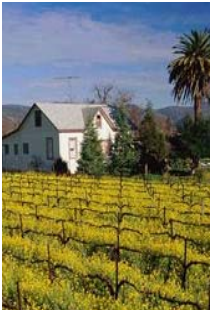
tel 916.457.2264
fax 916.457.3299
toll 916.737.1718
www.sacog.org

NORTH HIGHLAND TOWN CENTER SPECIAL PLANNING AREA



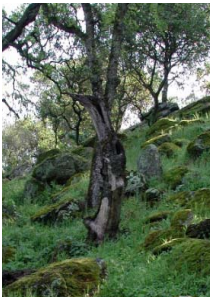
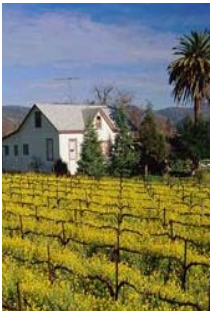
Planning with a Smart Growth “Development Plan”... *vision**then build it !!*

1. Identify “opportunity” sites
2. Identify the barriers and constraints and develop sustainable solutions
3. Build the infrastructure
4. Incentivize Green building and conservation



SACRAMENTO COUNTY

Opportunities



High Density Residential



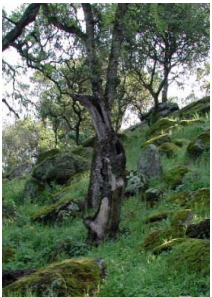
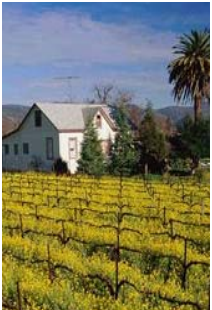
Neighborhood Park



Neighborhood Shopping



School



Identify Barriers and Constraints

Freedom Park Drive “Green Street” Project

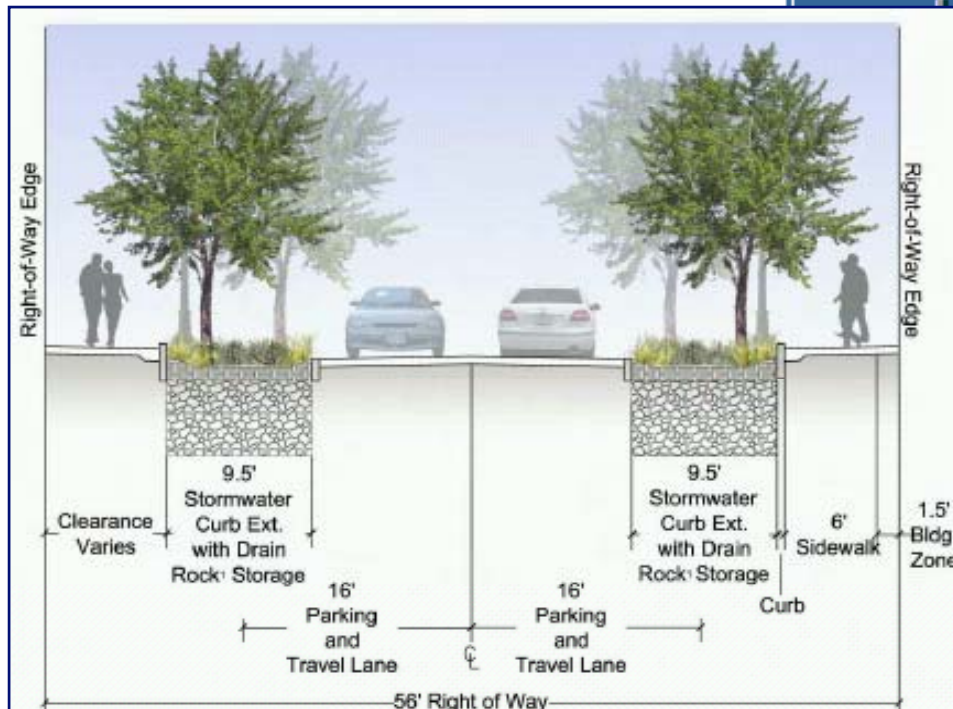
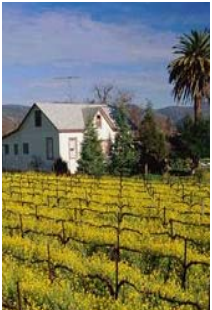
Create shovel-ready
“developable” infill
sites – corridor plans

- Lack of funding \$9.2m
- Unwalkable
- Relocation of utilities - underground
- Inadequate sewer and water



Green Streets

Storm water “run-off” treatment in the median or landscape planters behind the curb. Plants, trees, drain rock, pervious pavement.



A Stormwater Planter



A Curb Extension

Courtesy of City of Portland "Green Streets"



North Watt Avenue Corridor



Existing Conditions



North Watt Avenue Corridor



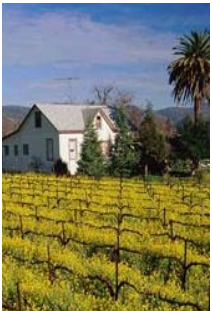
Pedestrian and landscape “Streetscape” Improvements



North Watt Avenue Corridor



Ultimate Corridor Plan "Build-out of Vision"



Lack of Funding: Sources Property & Sales Tax

Greatest sales tax* \$\$ generators for Sac County:

Vehicle Sales, Repair 22%



Building materials 19%



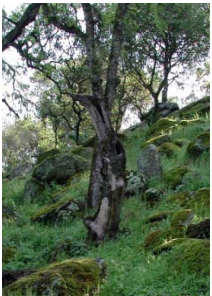
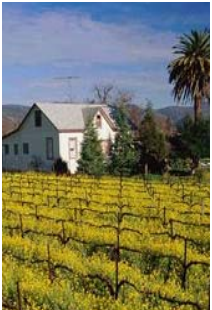
Fuels 10%



*Based on 2007 sales tax collections. Push for power centers by fwys.



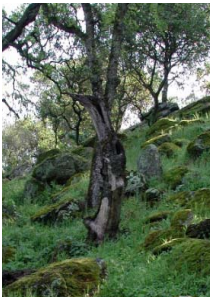
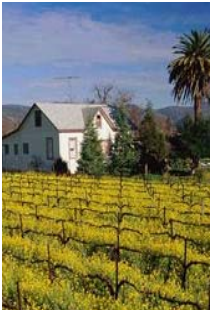
Considerations....



1. **Incentives for local government** (more financial assistance for infrastructure projects - especially for urbanized counties)
 - *Direct more state and federal \$ to fund (grants and 0% interest loans) planning and infrastructure that supports: smart growth projects (not just blueprint), provides walk ability, sustainable, benefit market rate projects not just affordable housing.
 - **Need more transit funding assistance – facilities and operations. People need access to transit and reasonable choices (frequency 15-20 minute head times)
2. **CEQA relief for Urbanized Counties** (and Infill projects) – only cities benefit (CEQA categorical exemption Section 15332 Class 32):
 - (a) The project is consistent with general plan and all policies and zoning designation and regulations.
 - (b) The proposed development occurs **within city limits** on a project site of no more than five acres substantially surrounded by urban uses.



Considerations....



2. CEQA relief continued:

(c) Incentives need to be built in to the regulations – there needs to be a benefit (relief) in order to accomplish sustainability goals. Too easy to keep doing what we're doing.

(d) Need new model of project review. Reduced mitigation for a MF project in an urban area vs. same project in greenfield.

3. Regulatory Relief: Needs to be more holistic and flexible.

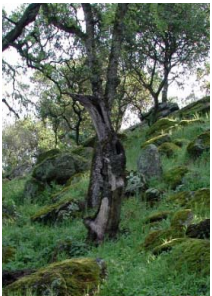
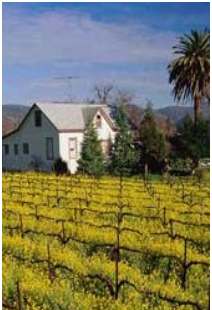
*Make it easier for excess electricity generated or saved to be shared with neighbors, in communities – encourage utilities to be more flexible and creative.

**Be flexible and holistic in looking at overall GHG impacts – not so individual product specific. In manufacturing look at net GHG drop rather than each individual product. Penalizes business by making it too difficult and restrictive.

***Streamline regulatory permitting.



Considerations....



4. **New traffic generation studies and thresholds** that gives greater relief of mitigation for projects in urban infill areas with alternate transportation modes. Existing measures still too stringent.
5. **Work with others to develop VMT policies** that reward higher density, sustainable infill projects and disincent green field auto-dependent projects.
6. **Modify state tax structure** that encourages smart growth, sustainability, energy conservation and efficiencies. Trickle-down incentives to property owners who make retrofits.
7. **Incentivize regional collaborations** – many jurisdictions need to work together to make a difference.
 - * CEC SEP grant has forced this to happen.
 - ** More telecommuting incentives for employers.



Thank You!

Questions?
Comments?

Contact Information: Judy Robinson

RobinsonJu@ Saccounty.net 916.874.4551

