

SACRAMENTO REGION
Blueprint
 TRANSPORTATION LAND USE STUDY

Fair Oaks



Blueprint Project

- Regional land use-transportation options for next 50 years
- Neighborhood workshops provide “reality check”— we want your opinions!
- Results will influence county-wide options (public workshops this summer)
- Results will also influence regional options
 - Regional conference: November 7, 2003
 - Region workshops (winter, '03 – '04)
 - Electronic town hall

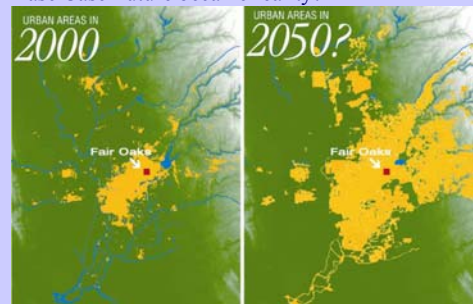


What you will do tonight

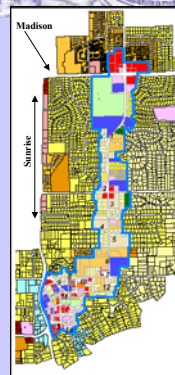
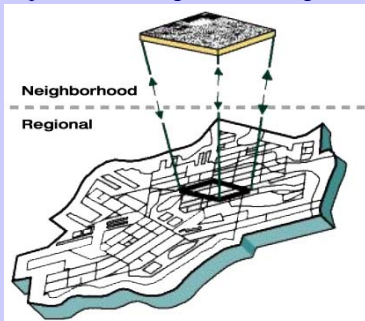
- Create one or two planning options
 - test drive “smart growth” concepts, tell us what you like and don’t like
- Use maps, menus, stickers and computer software



How would Fair Oaks change if the Base Case Future became reality?



Need to plan both the regional and neighborhood levels




Fair Oaks Corridor



PRINCIPLE 1
Provide transportation choices

• Close to Sunrise Blvd.
• Future Bus Rapid Transit?
• Relationship of Fair Oaks to surrounding road network?



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PRINCIPLE 1
Provide transportation choices

• **Pedestrian Issues:**
– More sidewalks?
– Traffic calming at key intersections?

• **Road capacity:**
– Need for two more travel lanes between Sunset and Madison?
– Other uses for this right-of-way (i.e. sidewalks, bike lanes, landscaping, etc?)



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PRINCIPLE 2
Provide a diversity of housing choices

• More housing in/around Village and along Blvd.?
• “For sale” options:
– Townhomes
– Live/Work
– Mixed Use
– Small lot, single family



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PRINCIPLE 3
Encourage compact development

• Can create gathering places
• Must be consistent with neighborhood character
• Development of vacant sites—type of new use?
• Rehab and reuse of underutilized sites?



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PRINCIPLE 4
Use existing assets

Fair Oaks


• Fair Oaks Village has character ... how to preserve and enhance it?



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PRINCIPLE 5
Encourage mixed-use development

• Existing Village is good example of benefits of mixed use
• Housing near/over retail can lengthen activity hours (Village is pretty “dark” after working hours)
• Some of the retail in the Village does not appear strong – new housing could help the retail area thrive



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PRINCIPLE 6
Conserve natural resources

- Construction in Village area needs to respect scenery, habitat, drainage issues
- Park is centerpiece of Village identity
- More development in areas like Fair Oaks decreases pressure to sprawl into open space

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PRINCIPLE 7
Encourage quality building/design

- Quality and design critical
- Preserve character
- Key parts of current Village:
 - Street frontings
 - On-street parking
 - Main Street character (i.e. Not typical strip commercial)

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STAGE 4
(January 2003 – December 2003)

Community Design Program: Round One Projects

- \$500 million – 20 years
- Land uses and infrastructure that benefit transportation system
- \$12 million in 2003
- Community workshops help identify projects

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LAND USE MENU
Land Use Types

RESIDENTIAL BUILDING TYPES					
1	Rural Residential		2	1	Rural residential includes very large lots (1/2 acre or more). Characterized by low density and rural features.
2	Large Lot Single Family Residential		1	4	Medium Park has medium large lots in the 1/4 to 1/2 acre size. Characterized by low density and rural features.
3	Medium Lot Single Family Residential		2	6	Standard single family lots of 1/4 acre size. These include a wide range of styles and lot sizes. Single Family of high end of range.
4	Small Lot Single Family Residential		2	12	Small lot subdivisions. Valley Parkway is typical. Medium lot size. Medium density. In a large tract and some use density reduction and open space.
5	Medium Density Residential		3	18	Medium Density is medium to high density. Medium lot size. Medium density. In a large tract and some use density reduction and open space.
6	High Density Residential		2	24	In many situations with attached parking (e.g. townhomes).
7	Medium Density Residential		3	36	In many situations with attached parking. Medium density. Medium density. In a large tract and some use density reduction and open space.
8	High Density Residential		4	48	High Density with attached parking. Medium density. Medium density. In a large tract and some use density reduction and open space.
9	Urban Residential		10	100	In many situations with attached parking. Medium density. Medium density. In a large tract and some use density reduction and open space.


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Stickers

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Fair Oaks Corridor Sidewalks


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PLACE³S Indicators


- Land Use
- Transportation
 - Vehicle miles traveled/capita
 - Vehicle trips/capita
 - Transit ridership
- Economic

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PARCEL STATISTICS	
Development Type:	S(R), TOWNHOUSE (RENTAL)
Development Type Pct:	100%
Land Area:	9,969 SQ. FT
Building Total Floor Area:	4,119 SQ. FT
Building Footprint:	1,373 SQ. FT
Yearly Income:	\$59,317
Yearly Operating Costs:	\$17,301
Building Construction Costs:	\$389,266
Parking Construction Costs:	\$34,327
Total Construction Costs:	\$483,404
Yearly Net Operating Income:	\$42,016
Land Value:	\$59,811
Calculated ROI:	9%
Weighted ROI:	0%


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Final Guidelines

- Create one or two scenarios
 - Test drive “smart growth” concepts
 - Change/refine as you wish (or make second scenario)
- Think long-term
- We’re creating concepts tonight
 - OK to consider changes to existing use
 - Further analysis will help determine feasibility

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Final Guidelines (cont.)



- Give us your opinions ... but respect the opinions of others
- SACOG staff will guide discussion, run computers ... not technical specialists
- Technical resources available in room
- Have fun!

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