Blueprint Workshop

Kacey Lizon
Planning Manager
klizon@sacog.org
Compact Development
THE MILL AT BROADWAY
New infill project of up to 1,000 homes on former Setzer Forest Products site is underway.

- New streets
- Community trail

Sacramento

- Planned public market
- First phase of 282 homes
Housing Choice
Villagio at Stone Point - City of Roseville
Easton Place - Sacramento
AN ORDINANCE OF THE CITY OF WOODLAND AMENDING
CHAPTER 6A OF THE WOODLAND MUNICIPAL CODE RELATING TO
AFFORDABLE HOUSING

(i) Assurances, to the extent feasible, that the affordable dwelling units will be constructed concurrently with, or prior to, market-rate units in the residential project.

Section 6A-3-40(b)(1). Outreach and Marketing Requirements.

(1) Affordable Housing Marketing Plan. Prior to marketing the inclusionary units, the developer shall submit an Affordable Housing Marketing Plan to the City for approval. The Affordable Housing Marketing Plan shall outline the developer’s plan to identify qualified purchasers (in the case of for-sale projects) or renters (for rental projects) for affordable units throughout the marketing period of a residential project.
Mixed Use Developments
Yuba Crossings
Jobs-Housing Balance - City of Elk Grove
Capitol Village - City of Rancho Cordova
Quality Design
Caltrans District 3 Headquarters - City of Marysville
Use Existing Assets
Milagro Center - Sacramento County
Transportation Choice
Watt Ave. & US 50 Interchange - Sacramento County
Live Oak Community Trail - City of Live Oak
Trail Improvement - El Dorado County
Conserve Natural Resources
Placer County Conservation Plan
Community Garden Program - City of Wheatland
POLL EVERYWHERE
PLACE HOLDER
POLL EVERYWHERE
PLACE HOLDER
SACOG Blueprint Principles

• Transportation Choice
• Compact Development
• Mixed-Use Development
• Housing Choice and Diversity
• Use of Existing Assets
• Natural Resource Conversation
• Quality Design
Optimizing Regional Assets

SACOG’s Preferred Alternative was estimated to save $13.8 billion over 50 years
Local Streets and Roads in Decline

To bring local streets and roads to optimal condition would take an additional $5 billion annually.
U.S. VMT per Capita, 1991-2016

Source: Federal Highway Administration
Three Revolutions in Urban Transportation

**Business-as-Usual Scenario**

20th Century Technology

Through 2050, we continue to use vehicles with internal combustion engines at an increased rate, and use transit and shared vehicles at the current rate, as population and income grow over time.

**2 Revolutions (2R) Scenario**

Electrification + Automation

We embrace more technology. Electric vehicles become common by 2030, and automated electric vehicles become dominant by 2040. However, we continue our current embrace of single-occupancy vehicles, with even more car travel than in the BAU.

**3 Revolutions (3R) Scenario**

Electrification + Automation + Sharing

We take the embrace of technology in the 2R scenario and then maximize the use of shared vehicle trips. By 2030, there is widespread ride sharing, increased transit performance—with on-demand availability—and strengthened infrastructure for walking and cycling, allowing maximum energy efficiency.

---

**Number of Vehicles on the Road by 2050**

- **Business-as-Usual Scenario**: 2.1 billion
- **2 Revolutions (2R) Scenario**: 2.1 billion
- **3 Revolutions (3R) Scenario**: 0.5 billion

---

**CO2 Emissions by 2050**

- **Business-as-Usual Scenario**: 4,600 megatonnes
- **2 Revolutions (2R) Scenario**: 1,700 megatonnes
- **3 Revolutions (3R) Scenario**: 700 megatonnes

---

www.itdp.org
Microtransit Shuttles in West Sacramento, Citrus Heights, Antelope, Orangevale
Optimizing Mobility Assets
Optimizing Land Assets

City of Galt Fiscal Impact Analysis

Ratio of Revenue to Cost, Per-Acre

Payback Period

City of Galt Development Scenarios

Low Density: Big box retail, low-density housing and no mixed-use development.
Focused Development: Industrial development, downtown development and Southeast Galt Development.
Downtown Focus: Pulls growth from the outlying areas to downtown Galt.
Mixed-Use: Mixed-use development that balances housing and jobs.
One-in-Five Living in a Detached Home Currently Would Prefer to Live in an Attached Home in a Walkable Community with a Shorter Commute

<table>
<thead>
<tr>
<th>Lives in</th>
<th>Prefers</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mismatched</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Detached home</td>
<td>Apartment/townhouse in <em>walkable neighborhood</em></td>
<td>21%</td>
</tr>
<tr>
<td>Attached home</td>
<td>Detached home in <em>conventional neighborhood</em></td>
<td>10%</td>
</tr>
<tr>
<td>Matched</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Attached home</td>
<td>Apartment/townhouse in <em>walkable neighborhood</em></td>
<td>28%</td>
</tr>
<tr>
<td>Detached home</td>
<td>Detached home in <em>conventional neighborhood</em></td>
<td>37%</td>
</tr>
</tbody>
</table>

Continue to imagine that you are moving to another home. These next questions are about the kind of community where you would like to live. Please select the community that you prefer.
Six-in-Ten Would Pay More To Live in a Walkable Community

Willingness to Spend More to Live Within Walking Distance to Parks, Shops and Restaurants

- Yes, a lot more: 17%
- Yes, a little more: 43%
- No, no more: 20%
- Being within an easy walk of places isn’t important: 20%

(IF VERY OR SOMEWHAT IMPORTANT ON IMPORT_A) If you were moving to a new home, would you be willing to spend more to live in a community where you could easily walk to parks, shops, and restaurants?
Housing in Walkable Communities

- Reduce parking
- Accelerate development approvals
- Reduce barriers to build accessory dwelling units
- Reduce impact fees
- Provide incentives for infill
Optimizing Corridors

• Design for a Better Customer Experience
• Ease land-use restrictions
• Rethink economic incentives
• Think corner stores, not big boxes
Lancaster Boulevard Transformation
Balancing Growth and Conservation
Thank you

Kate Meis
Executive Director
Local Government Commission
kmeis@lgc.org