

Summary of Comments and Concerns During the General Plan Update Focus Group Session #9 Growth Management Strategies

On Thursday, November 3, 2005 the General Plan Update Team held the ninth Focus Group Session to receive public input and participation in the Update process. This session was convened to focus on growth management strategies to accommodate the unincorporated County's growth allocation as defined by SACOG's adopted Blueprint Vision.

Staff began the workshop with a brief summary of the past 8 workshops and focus groups, followed by a recap of the 9th Board workshop and associated discussion. Once staff's review was complete, focus group participants raised a series of questions relating to Sacramento County's General Plan growth accommodation strategy and SACOG's Blueprint Vision. The following summarizes these questions and captures general group discussion.

URBAN SERVICES BOUNDARY / URBAN POLICY AREA

1. *What action(s) does staff anticipate will result from the November 9 General Plan Update Board Workshop?*
2. *What is staff sense of the Sacramento County Board of Supervisors' acceptance of Blueprint numbers?*
3. *The Blueprint holding capacity estimates were accepted unanimously, region-wide, and the Sacramento County Board of Supervisors should accept a role as regional leader by implementing them.*
4. *The Blueprint growth allocation for unincorporated Sacramento County may be too large.*
5. *The holding capacity estimate should consider existing utilities.*
6. *The County should seek feedback from the community regarding the acceptance of the new Blueprint numbers.*
7. *Many developers throughout the region have indicated that RD-10 and RD-15 developments are very marketable right now, due to high land values.*
8. *Please provide a comparison of Blueprint's holding capacity estimate for the City of Sacramento and the County of Sacramento.*
9. *Sacramento County should consider mined-out areas for future redevelopment.*
10. *Are existing incorporated cities confined by the USB?*
11. *The USB should reflect where urban services actually are.*
12. *Has staff considered any areas outside of the Easton area and the West of Watt parcels for inclusion into the UPA?*
13. *What is the definition of "greenfield" development?*

Response: For the November 9, 2005 Board Workshop, staff is requesting that the Sacramento County Board of Supervisors direct staff to move forward with growth management strategies to accommodate the SACOG Blueprint growth allocation of 99,700 residential units by 2030. Some Board members and community members have expressed concern with the amount of growth allocated to the County by the

Blueprint Vision. Staff will try to address these concerns at the upcoming workshop.

Staff is also asking for direction from the Board to expand the UPA to include the Easton Planning Area and the West of Watt area. To date, only the Easton area and the West of Watt parcels have been considered for inclusion into the Sacramento County UPA. If the Board directs staff to explore further expansion of the UPA, staff will conduct analysis to determine the most logical areas to consider for inclusion. Future development that would occur outside of the UPA, or on previously undeveloped land, is often referred to as “greenfield” development.

The Urban Service Boundary (USB) indicates the ultimate boundary of the urban area in the unincorporated County. This boundary is based upon jurisdictional, natural and environmental constraints to urban growth. It is intended to be a permanent growth boundary not subject to modification except under extraordinary circumstances. The USB is intended to be used by urban infrastructure providers for developing very long-range master plans that can be implemented over time as the urbanized area expands. Staff has not received any direction from the Board regarding the expansion of the USB. The Sacramento County USB applies to the unincorporated area of Sacramento County; incorporated cities within Sacramento County are not required to accept the USB as a limit to provision of municipal services or urban growth.

MIXED USE CORRIDORS – GENERAL

1. *Will Sacramento County study all thirteen corridors or only one of them?*
2. *Will the corridors be redevelopment areas?*
3. *Has Sacramento County developed an economic model or a market analysis for any of the mixed use corridors? Will Sacramento County use PBIDs for corridor development?*
4. *Will mixed use corridor planning include rezoning?*
5. *What are Sacramento County’s criteria for selecting and ranking corridors?*
6. *How will Sacramento County address development in “unplanned” corridors, or corridors not chosen for near-term development?*
7. *Implementation of the mixed use corridor strategy will require coordination between the City and County of Sacramento.*
8. *The mixed use corridor strategy will not be effective in reducing automobile traffic unless planned carefully.*
9. *The mixed use corridor strategy may result in the creation of new cities. It may be more useful to focus on creating greenway corridors, with dense development areas that remove development pressure from surrounding areas.*

Response: Staff is currently working with the Board to choose the first corridor to be holistically planned. It is staff’s desire to ultimately develop plans for all 13 identified corridors. It is unknown right now whether the corridors themselves will

become redevelopment areas, although a number of them are already located within existing redevelopment areas. Corridor planning efforts will be multi-disciplinary in nature and will embrace a number of issues, including economic development, transportation, land use, housing, sense of place, etc. All corridor planning efforts will include an extensive community outreach component. All available options will be explored during the corridor planning processes, ranging from rezoning specific properties to creating a “form-based” code for the entire corridor. Creation of PBIDS and public-private partnerships will also be explored.

A number of County agencies have conducted corridor studies, including Transportation, Economic Development, and Planning. Some of the criteria for choosing a corridor come from these studies, including quantity of vacant and under-utilized acreage and parcels, land use opportunities and constraints, economic development opportunities, and transportation improvement options. Staff will use this information to help the Board of Supervisors select an initial study corridor. Currently, staff has selected three corridors as the best candidates for an initial study corridor: Fair Oaks Central, Florin Road and Watt Avenue North. Other County corridors outside of the 13 currently target by Planning staff may also be holistically planned in the future.

MIXED USE CORRIDORS – URBAN DESIGN

- 1. How will staff ensure that compact infill development is well implemented?*
- 2. Would design guidelines constructed for this purpose be binding regulations?*
- 3. Will design guidelines be barriers to development?*
- 4. The mixed use corridors should include relaxed parking standards and narrower streets and medians.*
- 5. Will mixed use corridor planning include town centers?*
- 6. Watt Avenue needs improved transit service. How will Sacramento County ensure good transit service on the corridors?*

Response: Staff is taking a number of steps to ensure that compact infill is well designed and implemented, including the creation of design guidelines, as well as the initiation of corridor planning efforts. Both design guidelines and corridor plans will most likely include binding regulations, rather than concepts or suggestions. Design guidelines in other jurisdictions have not proven to be barriers to development. In fact, developers have expressed a preference for the simplicity of clearly defined, objective design guidelines, as opposed to less clearly defined, subjective design review processes.

Good land use and design associated with mixed use corridor planning, including creation of centers around transit stops, will reduce overall automobile trip generation and promote good transit service. More intense land uses within mixed use corridors would be highly conducive to transit service. This will facilitate

Sacramento Regional Transit's operations along the corridors, thereby promoting improved transit service along the corridors.