

9. 2025 Blueprint Land Use Assumptions () (Est. Time:)



Transportation Committee

Meeting Date: June 6, 2024

Agenda Item No. 9

2025 Blueprint Land Use Assumptions

Information

Author: Zach Miller

Attachments: Yes

Referring Committee: Not Applicable

Issue:

A final set of land use assumptions for the 2025 Blueprint which will achieve the policy goals outlined in the board's Blueprint policy framework, including keeping the plan within striking distance of the regional greenhouse gas reduction target.

Request: Approve

Recommendation for Board:

The Land Use & Natural Resources Committee is being asked to recommend that the board take the action noted below.

Recommendation for Committee:

None; this is for information only. The Land Use & Natural Resources Committee is being asked to recommend that the SACOG Board of Directors adopt the land use assumptions of the Discussion Scenario to be part of the final preferred scenario for the 2025 Metropolitan Transportation Plan/Sustainable Communities Strategy, known as the 2025 Blueprint. Staff is also requesting that the Land Use & Natural Resources committee direct staff to continue to develop statements of commitment that define the relationship between the 2004 Regional Blueprint vision and the 2025 Blueprint plan and the challenges related to implementation for the board to adopt at its June meeting.

Background:

Following robust discussion at the [April board meeting](#) about the land use assumptions of the Discussion Scenario for the 2025 Blueprint, the SACOG board directed staff to develop and analyze an alternative land use strategy that consolidated growth in developing and potential developing communities (relative to the Discussion Scenario) into fewer of these areas to show more complete buildout of these community types. Further, the board directed staff to maintain the Discussion Scenario as an option in the event the alternative developed by staff was deemed by the board to be infeasible or incompatible with the Policy Framework of the 2025 Blueprint.

Staff presented an alternative scenario, Option 3: Complete Communities, to the board at the [May meeting](#). This option assumed more complete buildout of developing and potential developing communities but in

fewer places, meaning fewer new growth areas would be included in the final plan. Additionally, this option prioritized growth in those developing communities that have the strongest likelihood of lower vehicle miles traveled (VMT) based on factors including adjacency to existing development and jobs/housing balance. Following further discussion, the board did not express support for advancing Option 3 any further due to concerns over feasibility and inconsistency with local priorities.

Given the lack of board support for Option 3, staff is proposing to advance the Discussion Scenario as the preferred set of land use assumptions for the 2025 Blueprint. Since the board meeting in May, staff worked with local agencies to analyze potential changes to the Discussion Scenario that would include growth in additional developing communities. However, staff ultimately concluded that such modifications could not be justified given the sum total of the impacts, inconsistency with the prior methodology to develop the Discussion Scenario, and the potential for erosion in the performance of the entire plan.

As an alternative to continued modifications to the land use assumptions in the Discussion Scenario, and to address concerns from board members and members of the development community about the relationship between the growth strategy of the 2004 Regional Blueprint and the 2025 MTP/SCS, referred to as the 2025 Blueprint, staff is proposing to develop a series of statements that explicitly define the important roles these two documents play in guiding regional planning activities along with some of the key challenges related to implementation that the region faces. These statements would then be incorporated into the 2025 Blueprint plan to demonstrate SACOG's ongoing commitment to the original Blueprint vision and how that effort continues to inform the development of SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy.

The subsequent section discusses staff's recommendation to: (1) advance the Discussion Scenario as the preferred land use assumptions for the 2025 Blueprint; and (2) continue developing statements of commitment to the 2004 Blueprint and its implementation for consideration by the board as part of its June action.

Discussion/Analysis:

1) Advance the Discussion Scenario as the Preferred Land Use Assumptions for the 2025 Blueprint

Staff is recommending that the Land Use and Natural Resources committee recommend that the board adopt the Discussion Scenario land use assumptions as presented to the board in April. Based on staff's analysis, these land use assumptions strike a balance between remaining reasonable while pursuing ambitious growth and reinvestment priorities in existing communities, accommodating robust growth in new growth areas, responding to local priorities, and providing the best path for achieving the policy goals in the Blueprint and our GHG emissions target. The Discussion Scenario Assumptions are provided in detail in Attachment A and are summarized below.

The Discussion Scenario was formulated based on an ambitious regional growth projection of nearly 600,000 people, 263,000 jobs, and 278,000 homes between 2020 and 2050. The regional growth projection was formally adopted by the SACOG board in 2022. While the growth projection for this plan does represent a more conservative estimate than the current plan (the 2020 MTP/SCS), the region remains one of the fastest growing places in California and the projections assume this will remain the case over the coming decades. In fact, to achieve the growth assumptions of the 2025 Blueprint, the region would need to produce roughly 9,000 homes annually, which exceeds the region's annual housing growth for nine out of the last 10 years.

The Discussion Scenario includes a distribution of housing growth that is in line with recent permitting trends, and a distribution of employment growth that assumes robust job growth outside of the traditional job

centers of the region. See Table 1 for the jobs and housing distribution across community types for the Discussion Scenario.

Table 1: Housing and Employment Distribution (as a proportion of growth) in the Discussion Scenario

Community Type	2020-2035 Jobs (%)	2020-2035 Housing Units (%)	2020-2050 Jobs (%)	2020-2050 Housing Units (%)
Center and Corridor Communities	44%	41%	42%	40%
Established Communities	39%	29%	39%	28%
Rural Residential Communities	<1%	1%	<1%	1%
Developing and Potential Developing Communities	16%	30%	18%	32%

The Discussion Scenario assumes a housing product type split that continues a trend towards more attached and small lot single family housing types, with attached homes making up 36 percent of all homes in 2050 (see Table 2 below). This necessitates a higher proportion of new attached units than recent history in the SACOG region, but still less than the state average. The national trends towards more attached housing products, as reflected in the Discussion Scenario, were discussed in more detail at a presentation provided at the March Land Use and Natural Resources Committee meeting ([staff report here](#), consultant presentation [video link here](#).)

Table 2: Housing Product Type Split

	Rural Residential	Large Lot Single Family	Small Lot Single Family	Attached
Existing (2020)	8%	31%	29%	32%
Discussion Scenario 2050 End State	6%	29%	29%	36%

2) Develop Statements of Commitment to the Blueprint

Background on the 2004 Sacramento Region Blueprint and its relevance today

The Sacramento Region Blueprint is a smart growth vision for the region that was adopted by the SACOG Board of Directors in 2004 following two years of extensive outreach and engagement with elected officials, stakeholder groups, local jurisdictions, and residents. The vision of the Blueprint is to integrate land use and transportation planning to slow the loss of open space, farmland, and habitat to urbanization, and cut down on vehicle emissions and congestion, and improve the quality of life for residents of the region. It accomplishes this by implementing smart growth, a.k.a., Blueprint principles, that encourage a variety of housing options close to employment, shopping, entertainment hubs and daily needs, which reduces the distance people must travel and creates more options for people to walk, bike, or take public transportation in place of driving. These Blueprint principles apply equally to development within the existing regional footprint and to new greenfield developments around the urban edge.

The seven principles are:

- Housing Choice and Diversity;
- Provide Transportation Choices;
- Mixed Use Development;
- Compact Development;
- Design for Quality;
- Use existing assets; and
- Natural Resource Conservation.

Since the adoption of the Blueprint, SACOG has integrated these principles into each update of the region's long-range plan. And while it's been 20 years since the adoption of the Regional Blueprint, the principles remain relevant today. Attachment B provides a side-by-side comparison of the seven Blueprint principles alongside the themes that emerged from the public input gathered during the public outreach effort for the 2025 MTP/SCS update.

Overview of Statements of Commitment to the Blueprint

In addition to the housing and employment distribution described above, staff also seeks the committee's direction to develop a set of statements that describe the relationship between the [2004 Regional Blueprint](#) and the MTP/SCS. Prior to and at the April and May board and committee meetings there was confusion and concerns from board members, local jurisdictional staff, and stakeholders related to how the 2025 Blueprint relates to the 2004 Blueprint. Staff acknowledge that clear information about the role these two documents play in the region is important and worth incorporating into the MTP/SCS plan update.

Attachment C includes a set of draft statements that staff propose we continue to develop in advance of the June board meeting. These statements could be adopted as part of the land use assumptions and serve as a commitment of the board to incorporate the 2004 Blueprint vision into the 2025 Blueprint plan.

Summary of Recommendations

Staff is requesting that the committee:

- 1) recommend that the SACOG Board of Directors adopt the land use assumptions of the Discussion Scenario to be part of the final preferred scenario for the 2025 Blueprint; and
- 2) recommend that staff continue to develop statements of commitment to the Blueprint for the board to adopt at its June meeting.

Next Steps

The process timeline in Attachment D includes the schedule for the 2025 Blueprint, the next steps of which are:

- At the June board meeting the SACOG Board of Directors will be asked to adopt the land use assumptions of the Discussion Scenario to be part of the final scenario for the 2025 Blueprint.
- If the land use assumptions are adopted at the June board meeting, staff will continue to collaboratively develop and refine the transportation project list with transportation projects sponsors from throughout the region before the board reviews and decides on a final recommendation for what transportation investments to include in the plan in November of 2024.
- In August of 2024, staff plans to bring more information for board deliberation and direction regarding development of the transportation list, including initial nominations, engagement and coordination

with sponsors, selection methodology for transportation projects, fiscal constraint, the Draft Final Scenario project list, and performance.

In September, staff will bring a full draft of a preferred scenario for final board review and direction before returning in November for action on adoption of a final scenario.

Fiscal Impact/Grant Information:

The 2025 Blueprint is funded by a combination of sources including Federal Metropolitan Planning funds, state Sustainable Communities Formula Program Funds, and Transportation Development Act-Local Transportation Funds. The Placer County Transportation Planning Agency and El Dorado County Transportation Commission also provide some funding to SACOG to support development of the 2025 Blueprint to assist with the planning activities, data development, and analysis that is necessary to ensure coordination and consistency between the regional plan and the county-level Regional Transportation Plans.

Attachment A

2025 Blueprint (MTP/SCS) Discussion Scenario								
April 2024								
Jurisdiction/Community Type	Baseyear and Buildout				Spring 24 Discussion Scenario			
	Existing Conditions (2020)		Potential Buildout		2020 - 2035		2020 - 2050	
	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units
Placerville								
Center and Corridor Communities	5,040	210	9,620	1,430	120	30	230	50
Established Communities	5,880	4,440	8,550	14,090	180	230	650	450
Placerville Total	10,920	4,650	18,170	15,520	300	260	880	500
Eldorado County Unincorporated								
Center and Corridor Communities (El Dorado Hills Town Center)	3,510	-	7,500	270	700	270	1,100	500
Established Communities (listed below)								
<i>Cameron Park</i>	5,420	8,270	7,430	19,250	710	150	1,400	450
<i>El Dorado Hills</i>	12,250	13,310	40,000	30,000	2,470	1,400	4,400	2,700
<i>El Dorado/Diamond Springs</i>	6,710	4,570	21,180	19,290	530	100	900	400
<i>Placerville (minus city)</i>	250	1,620	1,990	2,860	240	-	430	20
<i>Shingle Springs</i>	2,540	1,550	6,710	4,180	320	80	630	150
Rural Residential Communities	9,730	29,720	17,000	34,000	160	490	510	830
Developing Communities (already under construction)								
<i>Bass Lake Hills</i>	70	180	200	1,400	400	410	650	1,200
<i>Carson Creek</i>	70	1,050	1,390	1,925	85	880	165	880
<i>Valley View</i>	110	2,130	770	2,840	-	-	100	725
Potential Developing Communities (not yet under construction)								
<i>Lime Rock</i>	-	10	-	670	-	-	-	-
<i>Marble Valley</i>	-	-	1,200	2,670	-	-	-	-
Eldorado County Unincorporated Total	40,660	62,410	105,370	119,355	5,615	3,780	10,285	7,855
EL DORADO COUNTY TOTAL	51,580	67,060	123,540	134,875	5,915	4,040	11,165	8,355
Auburn								
Center and Corridor Communities	3,320	500	11,190	2,550	150	185	300	220
Established Communities	6,550	5,820	10,000	9,110	350	175	650	370
Potential Developing Communities (not yet under construction)								
<i>Baltimore Ravine</i>	-	20	160	730	-	-	-	-
Auburnn Total	9,870	6,340	21,350	12,390	500	360	950	590
Colfax								
Center and Corridor Communities	690	250	7,210	1,840	150	30	250	55
Established Communities	170	670	6,020	4,060	40	50	50	90
Colfax Total	860	920	13,230	5,900	190	80	300	145
Lincoln								
Center and Corridor Communities	4,770	490	14,960	2,710	1,785	1,345	2,645	1,830
Established Communities	5,490	19,320	20,170	31,130	1,740	1,885	2,400	2,380
Potential Developing Communities (not yet under construction)								
<i>Hwy 65 Area</i>	-	-	5,640	-	950	-	1,360	-
<i>SUD-B Northeast Quadrant</i>	-	-	2,000	430	-	-	1,020	300
<i>Village 1</i>	60	40	500	5,920	125	1,535	290	2,300
<i>Village 5</i>	30	90	3,950	8,490	-	-	-	500
<i>Village 7</i>	-	10	210	3,790	90	165	210	1,200
<i>SUD A</i>	-	20	1,560	600	-	-	-	-
<i>SUD C</i>	-	-	-	-	-	-	-	-
<i>Village 2</i>	-	40	610	2,210	-	210	-	210
<i>Village 3</i>	10	10	-	4,840	-	-	-	-
<i>Village 4</i>	-	-	-	5,420	-	-	-	-
<i>Village 6</i>	20	10	-	5,080	-	-	-	-
Lincoln Total	10,380	20,030	49,600	70,620	4,690	5,140	7,925	8,720
Loomis								
Center and Corridor Communities (Loomis Taylor Rd)	560	150	3,710	700	150	300	290	400
Established Communities	3,200	1,480	9,490	2,730	200	60	350	100
Rural Residential Communities	530	900	1,070	1,310	45	40	100	100
Loomis Total	4,290	2,530	14,270	4,740	395	400	740	600
Rocklin								
Center and Corridor Communities	2,050	1,050	2,650	2,200	315	595	540	700
Established Communities	21,910	24,270	26,950	31,430	2,755	4,210	4,000	6,365
Developing Communities (already under construction)								
<i>Hwy 65 Corridor</i>	200	540	5,000	1,650	2,000	480	3,420	480
Potential Developing Communities (not yet under construction)								
<i>Clover Valley</i>	-	-	-	560	-	-	-	-
Rocklin Total	24,160	25,860	34,600	35,840	5,070	5,285	7,960	7,545
Roseville								
Center and Corridor Communities (listed below)								
<i>Douglas/Harding/Sunrise</i>	7,470	780	13,330	1,580	590	300	930	800
<i>Downtown/Riverside Gateway/Atlantic</i>	3,350	750	5,590	1,837	700	400	1,290	800
Established Communities	72,180	52,920	171,172	61,343	11,020	5,055	19,090	10,060
Developing Communities (already under construction)								
<i>Creekview</i>	-	-	2,210	2,011	50	1,500	235	1,970
<i>Sierra Vista</i>	30	850	10,330	8,772	2,500	6,265	3,000	7,500
Potential Developing Communities (not yet under construction)								
<i>Amoruso Ranch</i>	-	-	2,500	2,827	-	495	200	2,300
Roseville Total	83,030	55,300	205,132	78,370	14,860	14,015	24,745	23,430

2025 Blueprint (MTP/SCS) Discussion Scenario

April 2024

Jurisdiction/Community Type	Baseyear and Buildout				Spring 24 Discussion Scenario			
	Existing Conditions (2020)		Potential Buildout		2020 - 2035		2020 - 2050	
	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units
Placer County Unincorporated								
Center and Corridor Communities (Government Center Master Plan)	3,660	-	4,500	440	350	150	600	300
Established Communities	24,250	22,020	56,820	82,360	2,650	1,575	4,820	2,970
Rural Residential Communities	7,180	22,730	41,810	75,000	100	605	330	1,330
Developing Communities (already under construction)					-	-	-	-
<i>Placer Vineyards</i>	30	160	7,690	14,130	1,000	1,900	1,500	4,100
<i>Riolo Vineyards</i>	10	30	70	930	30	740	40	910
Potential Developing Communities (not yet under construction)					-	-	-	-
<i>Bickford Ranch</i>	-	-	520	1,890	20	635	200	1,600
<i>Placer Ranch</i>	10	-	14,960	5,640	1,500	745	4,000	2,000
<i>Regional University</i>	-	-	2,030	4,400	-	-	-	-
<i>Sunset Area (excluding Placer Ranch)</i>	6,300	-	49,460	2,500	5,420	-	8,925	200
<i>New Induced Growth Areas</i>	-	-	-	-	-	-	-	-
Placer County Unincorporated Total	41,440	44,940	177,860	187,290	11,070	6,350	20,415	13,410
PLACER COUNTY TOTAL	174,030	155,920	516,042	395,150	36,775	31,630	63,035	54,440

Citrus Heights								
Center and Corridor Communities (listed below)								
<i>Auburn Blvd</i>	2,710	420	4,875	2,800	310	100	500	220
<i>Greenback Ln/Sunrise Blvd</i>	7,930	1,170	11,275	8,200	510	400	700	485
<i>Sunrise Tomorrow Specific Plan</i>	1,190	-	3,480	2,200	585	500	1,505	1,500
Established Communities	10,110	34,040	11,000	38,000	450	275	800	400
Citrus Heights Total	21,940	35,630	30,630	51,200	1,855	1,275	3,505	2,605
Elk Grove								
Center and Corridor Communities (listed below)								
<i>Big Horn/Bruceville/Laguna</i>	4,290	660	7,864	2,133	1,200	940	1,500	1,220
<i>Elk Grove Blvd</i>	5,440	840	9,520	2,055	2,000	440	2,500	845
<i>Laguna West</i>	1,020	590	3,657	1,250	190	360	700	610
Established Communities	34,570	51,700	42,927	62,339	4,500	5,040	6,500	6,440
Rural Residential Communities	760	1,250	1,616	1,622	25	150	35	370
Developing Communities (already under construction)								
<i>Southeast Planning Area</i>	-	10	3,350	4,090	400	3,400	1,500	4,000
<i>Sterling Meadows</i>	-	330	334	1,415	-	485	-	790
<i>Livable Employment Area</i>	120		10,870	3,513	4,000	500	5,000	2,760
Potential Developing Communities (not yet under construction)								
<i>Elk Grove Subareas</i>	90	50	43,347	27,820				
Elk Grove Total	46,290	55,430	123,485	106,237	12,315	11,315	17,735	17,035
Folsom								
Center and Corridor Communities (listed below)								
<i>Bidwell Corridor</i>	12,310	1,280	27,360	2,570	1,000	800	1,910	1,600
<i>Gold Line Station Areas</i>	10,220	1,830	19,690	3,850	880	500	1,350	1,000
Established Communities	24,300	25,770	61,990	34,110	200	1,300	800	3,000
Developing Communities (already under construction)								
<i>Folsom South Area</i>	10	220	14,640	11,340	4,000	5,700	6,000	8,500
Folsom Total	46,840	29,100	123,680	51,870	6,080	8,300	10,060	14,100
Galt								
Center and Corridor Communities (Downtown/Lincoln Corridor)	2,110	470	7,380	670	350	90	460	160
Established Communities	3,420	7,840	24,890	10,180	1,225	1,100	1,820	1,890
Potential Developing Communities (not yet under construction)								
<i>Eastview</i>	110	10	560	1,730	70	500	120	1,090
<i>Remaining SOI</i>	270	460	42,160	4,710	-	80	-	80
Galt Total	5,910	8,780	74,990	17,290	1,645	1,770	2,400	3,220
Isleton								
Established Communities	180	420	1,000	1,250	10	30	25	70
Isleton Total	180	420	1,000	1,250	10	30	25	70
Rancho Cordova								
Folsom Blvd and Station Areas	20,280	6,280	23,800	25,330	2,095	1,080	3,000	2,430
Established Communities	42,430	17,180	57,640	35,480	6,500	1,190	11,000	1,500
Developing Communities (already under construction)								
<i>Sunridge</i>	960	4,470	2,760	9,886	860	4,050	1,470	4,200
<i>Rio Del Oro</i>	10	20	4,290	14,515	900	1,300	1,530	3,000
Potential Developing Communities (not yet under construction)								
<i>Suncreek</i>	-	-	2,380	5,015	-	1,000	190	2,000
<i>The Ranch</i>	-	-	400	1,554	-	1,270	-	1,500
<i>Arboretum</i>	-	-	550	5,200	-	-	-	-
<i>Westborough Specific Plan</i>	-	-	2,770	6,500	-	-	-	-
Rancho Cordova Total	63,680	27,950	94,590	103,480	10,355	9,890	17,190	14,630

2025 Blueprint (MTP/SCS) Discussion Scenario

April 2024

Jurisdiction/Community Type	Baseyear and Buildout				Spring 24 Discussion Scenario			
	Existing Conditions (2020)		Potential Buildout		2020 - 2035		2020 - 2050	
	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units
Sacramento City								
Center and Corridor Communities (listed below)								
Downtown Sacramento (West of 16th St)	88,800	8,680	168,800	155,900	2,900	6,600	4,150	10,075
Midtown Sacramento (East of 16th St)	40,750	13,730	45,000	63,000	1,505	3,955	2,200	8,000
Railyards	210	-	94,820	10,000	5,300	5,170	7,510	7,495
River District	6,730	250	16,500	8,140	4,500	3,000	5,495	5,500
Natomas I-5 Corridor	12,310	1,480	75,330	130,220	9,250	4,310	14,000	8,150
Future Green Line Station Areas	11,570	9,190	36,180	51,010	680	1,815	1,260	2,040
North Blue Line Station Areas	12,310	4,440	39,090	59,200	1,700	850	2,710	1,650
Arden/Point West/Expo	12,220	1,030	41,000	76,700	150	895	200	1,400
Gold Line Station Areas	21,080	8,720	57,070	72,020	1,860	2,300	3,110	4,985
Oak Park Broadway and Stockton Blvd	18,390	2,790	26,330	53,550	4,000	1,505	5,200	2,250
South Blue Line Station Areas	17,580	16,120	42,550	80,140	1,500	4,515	2,230	6,905
West Broadway	1,210	1,320	8,060	10,650	100	1,150	220	2,250
Established Communities	85,660	134,550	232,340	304,860	3,500	7,400	4,470	14,475
Developing Communities (already under construction)								
Delta Shores	1,160	-	6,650	5,220	1,000	850	2,455	4,560
Northlake	-	-	2,780	2,732	190	1,785	495	2,735
Potential Developing Communities (not yet under construction)								
Panhandle	-	-	-	1,620	-	595	130	1,295
Airport South Industrial Project	-	-	-	-				
Sacramento City Total	329,980	202,300	892,500	1,084,962	38,135	46,695	55,835	83,765
Sacramento County Unincorporated								
Center and Corridor Communities (listed below)								
Arden-Arcade Corridors (Arden/Fair Oaks/Fulton/Watt)	25,910	7,250	32,000	19,010	2,800	460	5,000	1,130
Auburn Blvd/Madison Ave	8,180	400	15,950	1,400	960	330	1,660	690
Fair Oaks Blvd Central- El Camino to Winding	6,240	3,730	15,720	25,540	685	455	980	880
Fair Oaks Blvd East- Fair Oaks Village	2,370	1,130	3,000	2,420	270	130	270	130
Florin Rd	4,080	590	8,460	2,960	230	385	460	980
Franklin Blvd	3,040	2,220	6,000	5,330	830	630	1,205	770
Gold Line Station areas (Watt to Butterfield)	12,900	4,980	16,400	22,190	1,600	1,405	2,500	2,200
Gold Line Station Areas (Hazel/Easton)	3,690	580	8,120	4,490	895	745	1,975	1,600
Greenback Ln	4,880	2,180	7,830	4,600	220	110	460	320
North Watt, Antelope Acres, Light Rail Station Area	8,310	1,720	29,500	31,470	1,590	2,580	3,760	5,430
Stockton Blvd	8,660	4,840	21,740	12,760	1,315	1,470	2,280	2,775
Established Communities	112,410	176,860	178,660	250,000	8,670	3,895	16,305	6,965
Rural Residential Communities	3,860	8,590	10,320	39,360	100	45	265	140
Developing Communities (already under construction)								
Florin Vineyard	1,570	690	18,830	9,919	20	1,305	310	3,400
North Vineyard Station	210	1,620	560	6,063	400	1,165	500	2,895
Vineyard Springs	640	2,600	760	5,942	50	710	250	1,700
Potential Developing Communities (not yet under construction)								
Cordova Hills	-	-	3,190	8,000	320	350	600	1,500
Glenborough at Easton	-	-	1,800	3,239	-	-	80	300
South Mather	-	-	940	3,522	-	400	730	1,805
Aerojet	1,600	-	40,180	-				
Elverta	10	50	200	5,627				
Grand Park	20	10	3,010	23,892				
Jackson Township	10	30	900	5,690				
Jackson West	1,240	110	11,210	16,484			-	-
Newbridge	110	10	450	3,075				
Upper Westside	430	60	3,820	9,356				
New Induced Growth Areas	200	500	-	-				
Agricultural and Natural Lands	4,170	3,890	12,360	4,060				
Sacramento County Unincorporated Total	214,740	224,640	451,910	526,399	20,955	16,570	39,590	35,610
SACRAMENTO COUNTY TOTAL	729,560	584,250	1,792,785	1,942,688	91,350	95,845	146,340	171,035

Live Oak								
Center and Corridor Communities (Live Oak Downtown)	400	360	1,570	2,060	195	85	375	200
Established Communities	710	2,420	1,450	6,460	100	450	175	700
Potential Developing Communities (not yet under construction)								
Recent Annexation	30	20	1,670	5,610	-	-	-	-
Agricultural and Natural Lands	260	320	910	20,400	-	-	-	-
Live Oak Total	1,400	3,120	5,600	34,530	295	535	550	900
Yuba City								
Center and Corridor Communities	8,230	2,080	13,310	7,610	700	150	1,400	250
Established Communities	19,680	23,350	33,030	58,790	2,500	2,845	4,500	4,400
Potential Developing Communities (not yet under construction)								
Bogue Stewart	30	80	1,620	4,920	50	200	100	500
South SOI/99 Corridor	10	40	3,180	1,500	100	-	175	75
Lincoln East	190	210	1,890	10,250	-	100	-	200
Remaining SOI	280	630	5,930	22,020	-	-	-	-
Yuba City Total	28,420	26,390	58,960	105,090	3,350	3,295	6,175	5,425

2025 Blueprint (MTP/SCS) Discussion Scenario

April 2024

Jurisdiction/Community Type	Baseyear and Buildout				Spring 24 Discussion Scenario			
	Existing Conditions (2020)		Potential Buildout		2020 - 2035		2020 - 2050	
	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units
Sutter County Unincorporated								
Established Communities	1,030	1,640	5,110	4,220	55	50	100	100
Potential Developing Communities (not yet under construction)								
<i>Sutter Pointe</i>	840	20	55,040	19,960	610	500	850	1,500
Agricultural and Natural Lands	3,490	3,570	13,190	5,540				
Sutter County Unincorporated Total	5,360	5,230	73,340	29,720	665	550	950	1,600
SUTTER COUNTY TOTAL	35,180	34,740	137,900	169,340	4,310	4,380	7,675	7,925

Davis								
Center and Corridor Communities (listed below)								
<i>Core Area</i>	8,950	1,630	11,030	2,900	300	1,100	1,100	1,500
<i>Nishi</i>	-	-	-	700	-	700	-	700
Established Communities	15,090	25,710	24,490	28,760	800	1,280	1,100	2,100
Potential Developing Communities (not yet under construction)								
<i>Potential Annexations/SOI</i>	10	-	-	-				
Jurisdiction Total	24,050	27,340	35,520	32,360	1,100	3,080	2,200	4,300
West Sacramento								
Center and Corridor Communities (listed below)								
<i>Bridge District</i>	480	770	7,910	5,150	2,440	2,585	3,900	3,830
<i>Pioneer Bluff</i>	1,000	-	7,500	3,700	-	-	1,360	1,800
<i>Remaining Center and Corridor Area</i>	3,180	1,390	7,760	15,800	750	1,800	1,550	3,000
<i>Washington</i>	3,380	1,130	6,910	3,500	750	1,390	1,185	2,250
Established Communities	29,410	17,050	53,520	27,010	3,340	1,515	7,200	2,800
Potential Developing Communities (not yet under construction)					-	-	-	-
<i>Liberty</i>	20	20	220	1,500	-	-	50	1,000
<i>River Park</i>	-	40	170	2,790	-	-	-	500
<i>Yarborough</i>	-	20	600	3,000	-	-	120	700
West Sacramento Total	37,470	20,420	84,590	62,450	7,280	7,290	15,365	15,880
Winters								
Winters Downtown	890	70	2,390	1,280	250	135	440	340
Established Communities	1,540	2,480	6,390	5,370	520	745	745	995
Potential Developing Communities (listed below)					-	-	-	-
<i>SOI</i>	-	-	470	400	-	-	-	-
Winters Total	2,430	2,550	9,250	7,050	770	880	1,185	1,335
Woodland								
Center and Corridor Communities	7,210	1,480	12,000	13,410	1,015	750	2,000	1,660
Established Communities	20,420	20,360	45,310	50,940	2,800	1,995	3,900	2,630
Potential Developing Communities (not yet under construction)					-	-	-	-
<i>Research and Tech Park</i>	-	-	5,000	1,600	200	200	800	1,000
<i>SOI</i>	450	50	23,850	5,960	-	-	-	-
Woodland Total	28,080	21,890	86,160	71,910	4,015	2,945	6,700	5,290
Yolo County Unincorporated								
Center and Corridor Communities (UCD Campus)	14,210	1,120	-	5,230	1,400	525	1,600	525
Established Communities (includes ag areas)	7,050	6,740	40,380	13,870	250	40	765	90
Yolo County Unincorporated Total	21,260	7,860	40,380	19,100	1,650	565	2,365	615
YOLO COUNTY TOTAL	113,290	80,060	255,900	192,870	14,815	14,760	27,815	27,420

Marysville								
Center and Corridor Communities (Marysville Green Zone)	5,840	680	6,400	2,310	100	100	250	200
Established Communities	2,500	4,770	6,900	10,090	55	155	150	230
Jurisdiction Total	8,340	5,450	13,300	12,400	155	255	400	430
Wheatland								
Center and Corridor Communities (Wheatland Green Zone)	400	250	600	350	50	50	70	65
Established Communities	370	1,160	610	1,435	50	100	130	200
Potential Developing Communities (not yet under construction)					-	-	-	-
<i>Jones Ranch/Heritage Oaks</i>	10	10	440	1,520	145	200	200	600
<i>Hop Farm</i>	-	-	250	2,290	-	-	-	-
<i>Johnson Rancho</i>	-	-	6,000	13,510	-	-	-	-
<i>Nichols Grove</i>	-	10	300	1,750	-	-	-	-
Jurisdiction Total	780	1,430	8,200	20,855	245	350	400	865
Yuba County Unincorporated								
Center and Corridor Communities (listed below)								
<i>North Beale Corridor</i>	2,410	400	7,010	12,450	380	145	795	450
<i>Olivehurst</i>	320	200	1,690	3,540	40	50	60	70
Established Communities (listed below)					-	-	-	-
<i>Beale AFB</i>	3,560	820	6,060	10,520	500	70	1,000	95
<i>Other Established Communities</i>	2,390	6,760	5,550	7,360	280	375	640	600
Rural Residential Communities	3,940	6,830	5,090	12,880	-	70	10	110
Developing Communities (already under construction)					-	-	-	-
<i>East Linda</i>	250	2,910	4,430	6,010	640	1,150	1,100	2,200
<i>North Arboga Study Area</i>	200	1,250	2,560	2,500	-	530	210	895
<i>Plumas Lakes</i>	600	3,590	20,000	18,130	500	2,350	1,350	3,100
Potential Developing Communities (not yet under construction)					-	-	-	-
<i>Highway 65 Employment Center</i>	1,140	30	23,000	400	100	-	1,000	-
Jurisdiction Total	14,810	22,790	75,390	73,790	2,440	4,740	6,165	7,520
YUBA COUNTY TOTAL	23,930	29,670	96,890	107,045	2,840	5,345	6,965	8,815

2025 Blueprint (MTP/SCS) Discussion Scenario								
April 2024								
Jurisdiction/Community Type	Baseyear and Buildout				Spring 24 Discussion Scenario			
	Existing Conditions (2020)		Potential Buildout		2020 - 2035		2020 - 2050	
	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units
Region Total (may not sum exactly due to rounding)	1,127,570	951,700	2,923,060	2,941,970	156,000	156,000	263,000	278,000
Community Type Totals (may not sum exactly due to rounding)								
Center and Corridor Communities	490,240	126,650	1,100,691	1,049,305	67,340	63,145	107,220	110,170
Established Communities	583,260	720,720	1,225,119	1,271,442	59,460	44,720	101,765	75,985
Rural Residential Communities	26,000	70,020	76,906	164,172	430	1,400	1,250	2,880
Developing Communities (already under construction)	6,130	22,650	109,604	131,420	15,025	36,955	26,280	59,740
Potential Developing Communities (not yet under construction)	13,530	2,720	372,797	290,681	9,700	9,180	21,350	26,255
Agricultural and Natural Lands	7,920	7,780	26,460	30,000	-	-	-	-
Development Distribution								
Center and Corridor Communities	43%	13%	38%	36%	44%	41%	42%	40%
Established Communities	52%	76%	42%	43%	39%	29%	39%	28%
Rural Residential Communities	2%	7%	3%	6%	0%	1%	0%	1%
Developing Communities (already under construction)	1%	2%	4%	4%	10%	24%	10%	22%
Potential Developing Communities (not yet under construction)	1%	0%	13%	10%	6%	6%	8%	10%
Agricultural and Natural Lands	1%	1%	1%	1%	0%	0%	0%	0%

2004 Blueprint Principles

Developed in the 2002-2004 Blueprint process

- **Housing choice and diversity:** Providing a variety of places where people can live—apartments, condominiums, townhouses, and single-family detached homes on varying lot sizes—creates opportunities for the variety of people who need them: families, singles, seniors, and people with special needs. This issue is of special concern for the people with very low-, low-, and moderate-income, often our teachers, other public employees and professionals, as well as retail employees, service workers, and other people for whom finding housing close to work is challenging. By providing a diversity of housing options, more people have a choice.
- **Provide transportation choices:** Developments should be designed to encourage people to sometimes walk, ride bicycles, ride the bus, ride light rail, take the train or carpool. Use of Blueprint growth concepts for land use and right-of-way design will encourage use of these modes of travel and the remaining auto trips will be, on average, shorter.
- **Mixed use developments:** Well planned and designed mixed use developments encompass all of the elements of the other growth principles. Building homes and shops, entertainment, offices and even light industrial uses near each other create active, vital neighborhoods or villages. This mixture of uses can be either in a vertical arrangement (mixed in one building) or horizontal (With a combination of uses in close proximity). These types of projects function as local activity centers contributing to a sense of community, where people tend to walk or bike to destinations and interact more with each other. Separated land uses on the other hand, lead to more, and longer,

Principles from 2023 Public Outreach

Themes from public input gathered via phone poll, focus groups, surveys, regional workshop

- **Provide Housing Options for all Incomes and Life Stages:** Recognize and address the wide variety of housing needs, preferences, and circumstances of residents in various stages of life, ensuring that housing options are accessible and affordable for all individuals and families across the region.
- **Safe, Convenient, and Multimodal Transportation Options:** Ensure a transportation system that provides safe, convenient, and efficient multimodal options. Prioritize strategies and investments that maintain the region's existing transportation network and ensure the safety of all travelers, including transit riders, bicyclists, pedestrians, personal automobile drivers, while providing improvements to congestion and efficiency.
- **Ensure Access to Housing, Transportation, and Economic Opportunity for All Residents:** Use inclusive and participatory processes that engage diverse communities and stakeholders and ensure that communities historically excluded from planning processes have a voice and influence on planning efforts that affect them. Ensure those who do not have access to a personal vehicle can connect to their jobs and daily needs, that low-income residents are not disproportionately impacted by transportation costs, and there are affordable housing opportunities for all stages of life.

2004 Blueprint Principles

Developed in the 2002-2004 Blueprint process

automobile trips because of the distance between uses. Mixed land uses can occur at many scales. Examples include; a housing project located near an employment center, a small shopping center located within a residential neighborhood, and a building with ground floor retail and apartments or condominiums on the upper floor(s).

- **Compact development:** Creating environments that are more compactly built and that use space in an efficient but aesthetic manner can encourage more walking, biking, and public transit use, and shorten auto trips.
- **Design for quality** (people-scaled urban form): The design details of any land use development—such as the relationship to the street, setbacks, placement of garages, sidewalks, landscaping, the aesthetics of building design, and the design of the public right-of-way (the sidewalks, connected streets and paths, bike lanes, the width of streets)—are all factors that can influence the attractiveness of living in a compact development and facilitate the ease of walking and biking to work or neighborhood services. Good site and architectural design is an important factor in creating a sense of community and a sense of place.

- **Use existing assets:** In urbanized areas, development on infill or vacant lands, intensification of the use of underutilized parcels (for example, more development on the site of a low-density retail strip shopping center), or redevelopment can make better use of existing public infrastructure. This can also include rehabilitation and reuse of historic buildings, denser clustering of buildings in suburban office parks, and joint use of existing public facilities such as schools and parking garages.

Principles from 2023 Public Outreach

Themes from public input gathered via phone poll, focus groups, surveys, regional workshop

- **Walkable Neighborhoods and Convenient Communities:** Support development that features a mix of land uses, a variety of housing options, and convenient access to essential amenities and services. Foster places that promote sense of community, and where residents can get to stores, recreation, and other places easily, have short commute times, and access many transportation options.

- **Reinvest in Existing Communities to Make Better Use of Existing Buildings and Vacant or Underutilized Land:** In existing developed areas, promote efficient use of existing resources and reduce the need for new construction through adaptive reuse of buildings and vacant lots, while preserving their historical and architectural significance. Use adaptive reuse as a catalyst for revitalizing neighborhoods, increasing housing supply to create options and creating lively and dynamic environments for living, working, and playing.

2004 Blueprint Principles

Developed in the 2002-2004 Blueprint process

Principles from 2023 Public Outreach

Themes from public input gathered via phone poll, focus groups, surveys, regional workshop

-
- **Natural resource conservation:** This principle encourages the incorporation of public-use open space (such as parks, town squares, trails, and greenbelts) within development projects, over and above state requirements. It also includes wildlife and plant habitat preservation, agricultural preservation and promotion of environmentally-friendly practices such as energy efficient design, water conservation and stormwater management, and shade trees to reduce the ground temperatures in the summer. In addition to conserving resources and protecting species, this principle improves overall quality of life by providing places for everyone to enjoy the outdoors with family outings and by creating a sense of open space.
 - **Open Space and Agriculture Conservation:** Ensure the conservation of open space and agriculture throughout the region to enhance the overall quality of life for all. Promote an approach to development that values the environmental, recreational, economic, aesthetic, and health benefits provided by open spaces.
-
- **Natural Disaster Preparedness, Prevention, and Resilience:** Ensure that the communities throughout the region are well-prepared, adaptive, and capable of minimizing the impact of natural disasters, thereby safeguarding lives, property, and the overall well-being of residents.

ATTACHMENT C: STATEMENTS OF COMMITMENT TO THE BLUEPRINT AND ITS IMPLEMENTATION

The following draft statements outline the region's commitment to the 2004 Regional Blueprint and its relationship to the 2025 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), also known as the 2025 Blueprint. With board direction, SACOG will incorporate these statements into the narrative of the 2025 Blueprint policy documents.

1. The 2004 Blueprint continues to guide development in the Sacramento Region; it is not being replaced. SACOG remains committed to the 2004 Blueprint preferred scenario and the associated growth principles as a north star for the region's future development.
2. The 2025 MTP/SCS, known as the 2025 Blueprint, is the latest in a series of regional plans to help implement the 2004 Blueprint.
3. The land use forecast of the MTP/SCS is consistent with and developed from local city and county general plans and policies.
4. The MTP/SCS identifies one of many ways to phase the buildout of the 2004 Blueprint and achieve greenhouse gas emissions (GHG) reduction from passenger vehicles and light duty trucks, per Senate Bill (SB) 375. There are multiple ways this GHG reduction could be achieved through the strategic timing and location of development.
5. The MTP/SCS does not regulate local land use authority or preclude any local jurisdiction from planning and approving growth that is different in any way, including in terms of total units or geographic extent.
6. For the economic, environmental, and equity benefits of the Blueprint to be realized, the region—local governments, private, and nonprofit partners—must work in coordination and alignment to implement the Blueprint.
7. Developing Communities (also commonly referred to as greenfield development) can provide more housing options and, when planned using principles such as smart growth, new urbanism, or SACOG's 2004 Blueprint principles, can reduce the demand for driving and thus lower vehicle miles traveled and related greenhouse gas emissions compared to when they don't use those principles. The challenges of Developing Communities include the cost of backbone infrastructure, difficulties in making public transportation or shuttles an attractive alternative to driving, and the location of some developing community areas further from existing jobs and activity centers. A further challenge is the erosion of street and urban design standards, land use mix (e.g., jobs-housing balance), and principles around which such communities were originally designed as the project builds out over time.
8. Development in Centers and Corridors (also commonly referred to as infill development) can provide more housing options in areas that typically don't require residents to drive as much, upgrade or repair aging infrastructure, and help provide a critical boost for economic revitalization of the region's town centers, commercial corridors and older urban and suburban areas. The challenges of development in Centers and Corridors

include the cost of offsite infrastructure upgrades, local planning requirements, the disparate location and ownership of multiple sites, and the need to work collaboratively with existing residents to ensure local support and minimize displacement, particularly in disadvantaged communities.

Disclosure: The MTP/SCS does not necessarily reflect the full buildout of local land use plans because it is required to be fiscally constrained and based on most recent economic and demographic projections.

DRAFT



BLUEPRINT

Key decisions and milestones schedule

BOARD



Inputs into the Draft Scenario

Principles and themes from public engagement AND regional housing demand and preferences analysis



Discussion Scenario

Draft land use scenario with transportation and GHG performance implications



Financial Constraints of the Plan



Option 3: Complete Communities

Draft land use scenario with transportation and GHG performance implications



Adopt Land Use Scenario



Draft Final Scenario

Land use combined with transportation project list



Adopt Final Scenario

Adopt combined final land use scenario and transportation project list

2024

JAN

FEB

MAR

APR

MAY

JUN

JUL

AUG

SEP

OCT

NOV

DEC

STAFF

Land Use Assumptions Staff Engagement

Transportation Project Sponsor Staff Engagement

Notice of Preparation for the Blueprint Environmental Impact Report

Drafting of Blueprint Plan and EIR documents

EIR Scoping Meetings

2024



BLUEPRINT

Key decisions and milestones schedule

BOARD



Implementation
Strategy
Discussions



Release
Blueprint and
EIR for Public
Review



Review Final
Draft Plan



Plan Adoption and
Certification of the EIR

2025

JAN

FEB

MAR

APR

MAY

JUN

JUL

AUG

SEP

OCT

NOV

DEC

STAFF

Drafting of Blueprint Plan and EIR documents continued

Blueprint and EIR public review period

Response to public comments

Submission
of Blueprint
to State
and Federal
Regulators

Submission
of SCS to
California Air
Resources
Board

2025