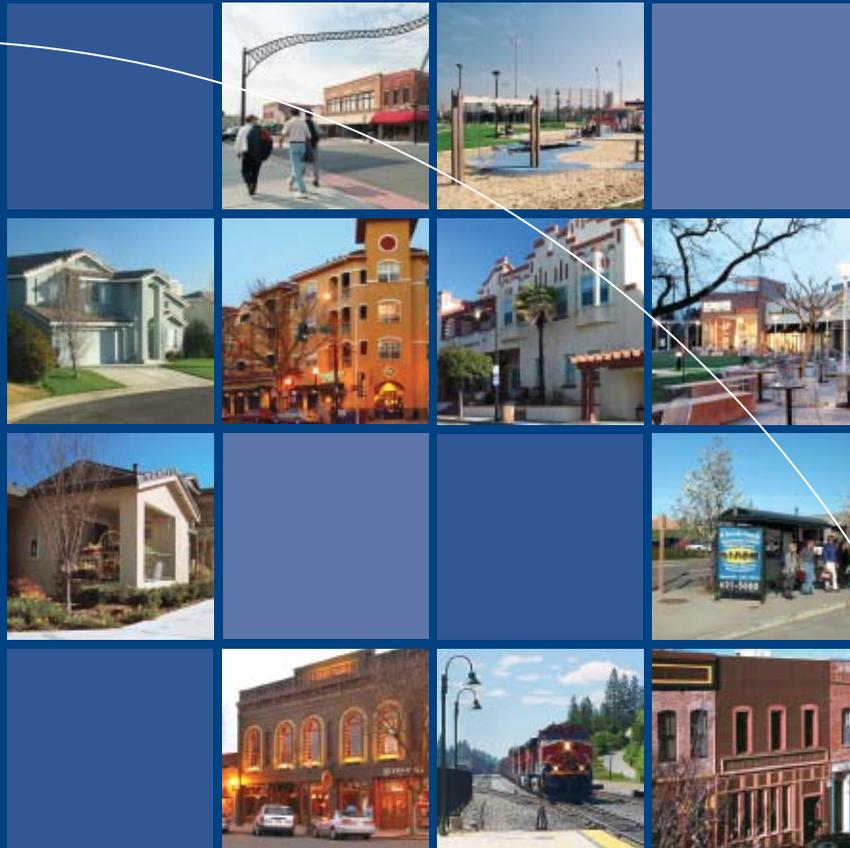
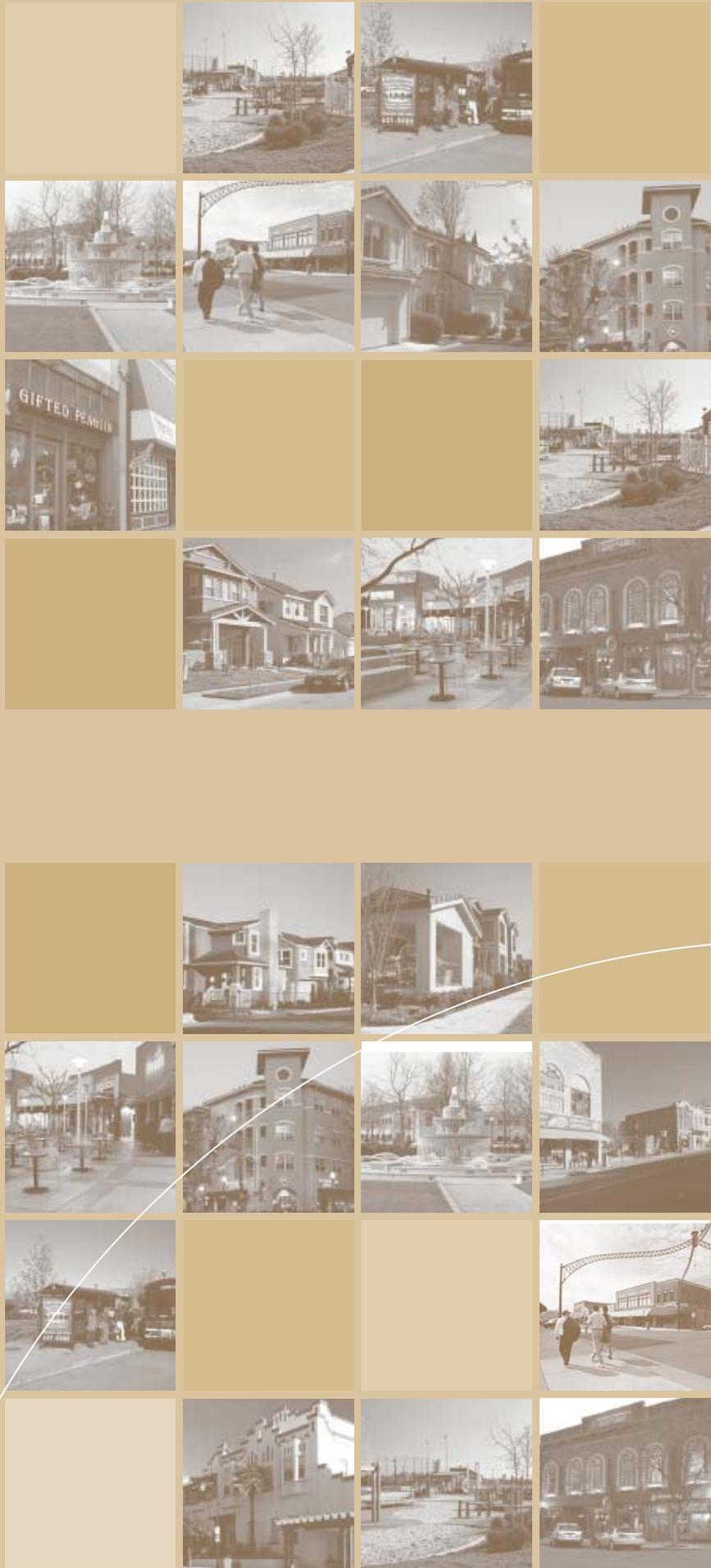


Examples from the Sacramento Region of

THE SEVEN PRINCIPLES OF SMART GROWTH

# Better Ways to Grow





# Smart Growth

Quality of life concerns are driving communities throughout the State of California and the nation to make growing smarter a top priority. Nowhere is this mission more important than in the six-county Sacramento Region, which is experiencing some of the fastest growth in the state. The region's political leaders—from Colfax to Isleton and Winters to Placerville—are working together under the umbrella of the Sacramento Area Council of Governments to address these concerns through the Sacramento Region Blueprint: Transportation/Land Use Study. This booklet is part of that effort, and provides some examples of what the region's communities can accomplish when they seek to grow smarter.

Smart growth. Good growth. Sustainable development. Whatever the terminology, the goals are the same: to preserve and enhance the quality of life for the region's citizens. Good growth does this by promoting a sense of community in new and expanding areas while protecting the integrity and vitality of existing communities—thereby strengthening the region as a whole.

Davis Commons. Placerville's Historic Downtown. Roseville's Sierra Crossings. Beermann's Beerwerks in Lincoln. These and the many other examples on the following pages show how the region's government leaders have implemented the following good growth concepts, widely accepted to encourage more livable communities:

- Provide a variety of **transportation choices**
- Offer **housing choices** and opportunities
- Take advantage of **compact development**
- Use **existing assets**
- **Mixed land uses**
- Preserve open space, farmland, natural beauty, through **natural resources conservation**
- Encourage distinctive, attractive communities with **quality design**

Every community in the Sacramento Region has examples of these good growth principles to share, and the examples included here are not meant to be comprehensive. But there is at least one from every jurisdiction. Those jurisdictions are to be commended for their foresight and creativity and encouraged as they work to grow smart in the future.

PRINCIPLE 1

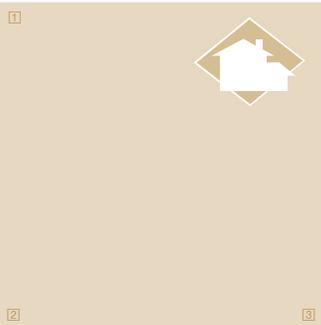
## Transportation Choices

Community design can help encourage people to walk, ride bicycles, ride the bus, ride light rail, take the train or car-pool. For example, streets can be designed to include dedicated bike lanes or special lanes for bus rapid transit. Community design can encourage people to make more trips closer to home, making walking or biking easier. As more people walk, bike, or ride the bus, congestion and air pollution are reduced.

**1**  
*El Dorado County*  
**El Dorado Multimodal Transportation Facility**  
 Residents can park their cars or bikes at the facility and commute via El Dorado Transit. Commuters can utilize shopping and services within walking distance of the facility.

**2**  
*City of Galt*  
**Deadman Gulch Trail System**  
 The popular trail system connects to three parks, one school, and multiple residential developments. The City of Galt has zoned more homes along the trail and plans to link it to a future commercial retail development.

**3**  
*City of Colfax*  
**Multimodal Station**  
 The City of Colfax is turning its historic Colfax Depot into a Multimodal Transportation Station by adding new parking, an automated ticket booth, and a passenger platform. Plans to renovate the building exterior and landscaping are in the works. Colfax is served daily by Amtrak passenger rail and by a feeder bus line that connects to the Capitol Corridor train.



PRINCIPLE 2

## Housing Choices

Providing a variety of places where people can live—apartments, condominiums, townhouses, and single-family detached homes—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 very low-, low-, and moderate-income people for whom finding housing, especially housing close to work, is challenging. By providing a diversity of housing options, more people have a choice.

**1**  
*City of Loomis*  
**Stonebridge**  
 Stonebridge provides much-needed homes close to the center of Loomis. The petite-lot homes appeal to seniors, singles, and small families. The city was able to preserve a wetlands open space by requiring very small lots. Despite initial skepticism over whether the small lots would sell, the homes are very popular.

**2**  
*City of Citrus Heights*  
**Normandy Park Apartments**  
 Built for active seniors, Normandy Park is strategically connected to San Juan Park to give residents opportunities for recreation within walking distance.

**3**  
*City of Roseville*  
**Sierra Crossings Development**  
 This neighborhood offers affordable three- and four-bedroom homes, including 53 middle-income and six low-income units.



PRINCIPLE 3

# Compact Development

Creating environments that are more compactly built and use space in an efficient but more aesthetic manner can encourage more walking, biking, and public transit use.

**1**  
*City of West Sacramento*  
**Metro Place**  
 Metro Place's new townhomes are alluring because of the development's proximity to the River Walk, Downtown Sacramento, and Raley Field. Nine out of the 44 units are affordable and ten live-work loft units are scheduled.

**2**  
*City of Sacramento*  
**Fremont Building**  
 This landmark near the Capitol combines three levels of residential over retail commercial development. Kitty-corner from a park and located less than two blocks from light rail, the Fremont Building continues to be fully leased. Density is 77 units per acre.

**3**  
*City of Elk Grove*  
**Laguna Pointe**  
 Twenty percent of Laguna Pointe's homes are affordable. The units are built on petite lots, with small pedestrian-friendly streets, allowing for greater density. Lot sizes average 2,500 square feet and density is 10 units per acre.

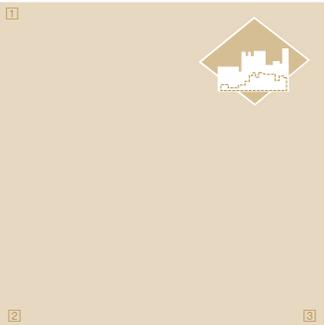


1



3

2



PRINCIPLE 4

# Use Existing Assets

Focusing development in communities with vacant land or intensifying development of underutilized land can make better use of public infrastructure, including roads. Building on existing assets can also mean refurbishing historic buildings or clustering buildings more densely in suburban office parks.

**1**  
*City of Placerville*  
**Historic Downtown**  
 Placerville has fought to preserve and maintain its Historic Main Street and, as a result, the district is vibrant and thriving. Many of its historic buildings house unique specialty shops, great restaurants, and a variety of service businesses.

**2**  
*City of Lincoln*  
**Beermann's Beerwerks**  
 Beermann's Beerwerks and Meat Market now occupies the Victorian building at 645 5th Street in downtown Lincoln after refurbishment of the historic site.

**3**  
*City of Winters*  
**The Palms**  
 Seaman's Opera House, built in 1876, is now known as The Palms. The refurbished concert hall is almost fully booked with all sorts of musical performances year round.



PRINCIPLE 5

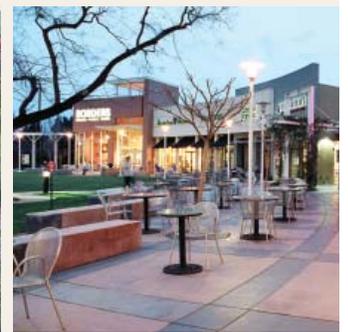
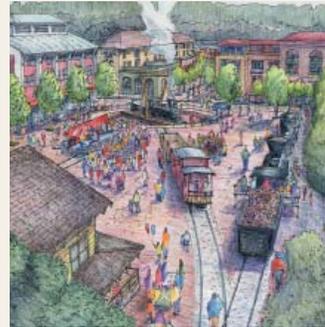
## Mixed Land Uses

Building homes together with small businesses or even light industry is called “mixed-use” development, and it has proven to create active, vital neighborhoods. There are many examples of this type of development: a housing project near an employment center; a small shopping center near houses; or a high-rise building with ground-floor retail and apartments or condominiums upstairs. Mixed-use development near transit can boost ridership.

**1**  
*City of Yuba City*  
**Town Center Project**  
Yuba City is avoiding the trends of strip development, residential growth into agricultural lands, and loss of employment to competing locations. The City's general plan focuses instead on revitalizing the downtown district, improving the riverfront, and creating a Town Square commercial district.

**2**  
*City of Davis*  
**Aggie Village/Davis Commons**  
This grassy “gateway” to Davis pairs convenient parking with bicycle and pedestrian access. Its proximity to the neighborhood of Aggie Village, a development of petite-lot homes and pedestrian-friendly streets, makes it a prime example of a “walkable” mixed-use development.

**3**  
*City of Folsom*  
**Folsom Historic Railroad Block**  
This six-acre mixed-use development will profit from the pedestrian traffic of the future adjoining light rail station in Historic Downtown Folsom. By 2005, plans call for construction of an 88-room hotel, 67,000 square feet of retail, 26 live-work lofts, 140 rental units, and a 60,000 square foot plaza.



PRINCIPLE 6

## Natural Resources Conservation

Our quality of life is better when we have clean air to breathe and water to drink, and when we can experience the outdoors—in parks and greenbelts or in natural places. To ensure healthy and attractive natural environments we must preserve and maintain our open spaces and natural places and conserve the most productive farmland. Community design can help accomplish this by encouraging energy-efficient design, water conservation and storm water management, and the planting of shade trees to reduce ground temperatures in the summer.

**1**  
*Placer County*  
**Placer Legacy**  
In 1998 Placer County adopted “Placer Legacy,” a comprehensive open space and agricultural preservation program to implement the conservation goals laid out in the county's and cities' general plans. It seeks to encourage urban development in the community centers by preserving open space buffers between and around towns.

**2**  
*Sutter County*  
**Contained Urbanization**  
The County directs new urban and suburban residential development to existing rural communities and within the spheres of influence of Yuba City and Live Oak.

**3**  
*Yolo County, Cities of Davis and Woodland*  
**Open Space Preservation**  
Making headline news, Davis and Woodland have drawn a “green line in the dirt” to preserve 11,600 acres of farmland from urban development as a buffer between the two cities. Yolo County directs development to existing urbanized areas.



# Quality Design

How projects are developed, how they are oriented in relationship to the street, how well designed their façades are, if they have setbacks and where their garages are placed, all contribute to a community's attractiveness. This also influences how much people like to walk or bike and contributes to community pride and sense of ownership.

1  
*City of Auburn*  
**Auburn Promenade**

Once home to the Auburn Hotel, the newly renovated Auburn Promenade now leases its historic charm and style to businesses. Employees have immediate access to all of the pedestrian-friendly downtown.

2  
*City of Woodland*  
**Krellenberg Court and Beamer Place**

These 19th Century buildings were renovated with sensitivity to their historical features. Pedestrians can't pass by without being lured in by tempting shops and the charming architecture. A paseo links the front sidewalk to the rear patio, while providing the shops more window space.

3  
*City of Sacramento*  
**Del Paso Nuevo**

Construction continues on the "neo-traditional" project that imitates the small, pre-World War II-style neighborhood model. Three hundred homes will cluster around a town center. Attractive walkways and narrow roads will connect them to adjacent public services and stores.

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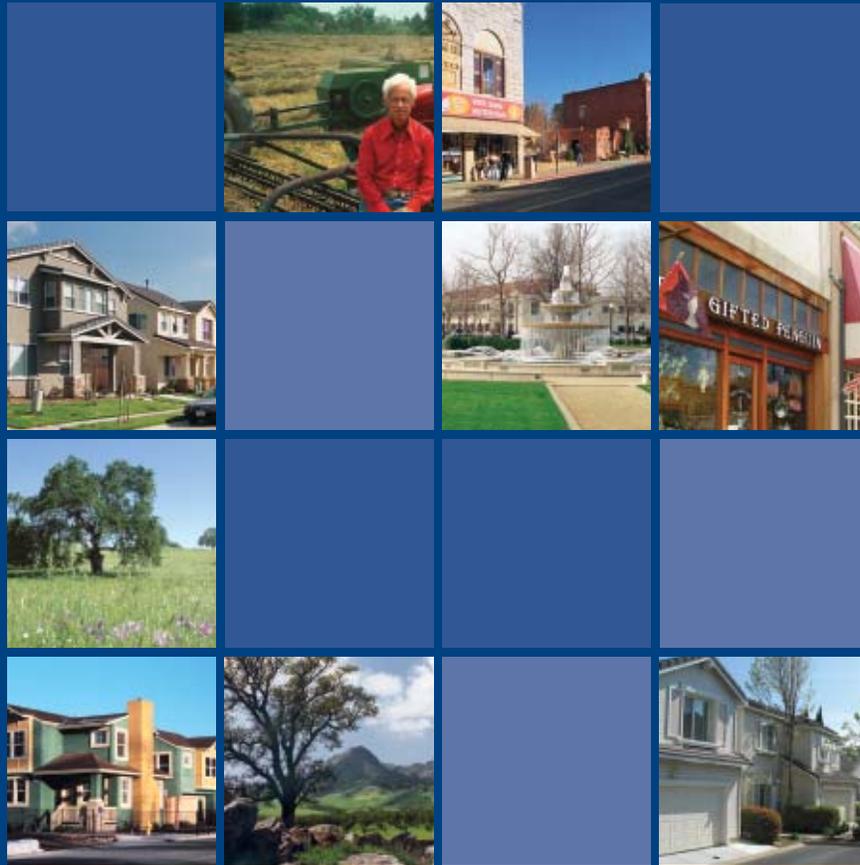
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