San Joaquin County Regional Blueprint

A Year 2050 Transportation Land Use Environmental Vision

San Joaquin Council of Governments
555 E Weber Ave.
Stockton, CA 95202
(209) 235-0600

January 28, 2010
THE SAN JOAQUIN COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS

Chair         Larry Hansen       City of Lodi
Vice Chair    Ann Johnston      City of Stockton
Boardmember   Gary L. Haskin     City of Escalon
Boardmember   Steve J. Bestolarides San Joaquin County
Boardmember   Ken Vogel         San Joaquin County
Boardmember   Leroy Ornelas     San Joaquin County
Boardmember   Kristy Sayles     City of Lathrop
Boardmember   Katherine M. Miller City of Stockton
Boardmember   Dale Fritchen     City of Stockton
Boardmember   Chuck Winn        City of Ripon
Boardmember   Steve DeBrum      City of Manteca
Boardmember   Brent H. Ives     City of Tracy

EX-OFFICIO BOARD MEMBERS

Steven A. Herum   Port of Stockton
Ken Baxter       Caltrans, District 10
Gary Giovanetti  San Joaquin Regional Transit District

SAN JOAQUIN COUNCIL OF GOVERNMENTS PROFESSIONAL STAFF

Andrew T. Chesley  Executive Director
Steve Dial         Deputy Executive Director/Chief Financial Officer
Dana Cowell        Deputy Director, Planning, Programming & Project Delivery
Rebecca Montes     Manager of Administrative Services
Kevin Sheridan     Project Manager
Dianne Barth       Public Communications Manager
Donna Aflague      Senior Regional Planner
Michael A. Swearingen  Senior Regional Planner
Kim Kloeb          Senior Regional Planner
Steve Mayo         Senior Habitat Planner
Wil Ridder         Senior Regional Planner
Tanisha Taylor    Senior Regional Planner
Nicole Gorham     Public Communications Specialist
Donald Mascardo   Associate Regional Planner
Anthony Zepeda     Associate Regional Planner
Yvette Davis       Associate Regional Planner
Sam Kaur           Associate Regional Planner
Laura Brunn       Associate Regional Planner
Kim Anderson      Associate Regional Planner
Aaron Hoyt        Associate Regional Planner
Anne-Marie Poggio-Castillou Regional Habitat Planner
Teresa Garcia     Planner Technician
Grace Orosco      Chief Accountant
Lynette Castle-Martinez Fiscal Assistant II
Nancy Trevino     Fiscal Assistant II
Calisse Volz      Information Services Manager
Vikram Sharma     Information Technology Support Technician
Rosie Vargas      Office Services Supervisor
Laurel Boyd       Office Assistant II
Katy Castro       Office Assistant I
Kimberly Juarez   Office Assistant I
Art Rodriguez     Building Maintenance Technician
# TABLE OF CONTENTS

**San Joaquin County Regional Blueprint Vision**

Acknowledgments ......................................................................................................................... iii

Executive Summary .......................................................................................................................... 1

**Chapter 1: Introduction** ........................................................................................................... 13
   Background .................................................................................................................................. 13
   Regional Blueprint Purpose ........................................................................................................ 14
   Motivations for Blueprint Planning ............................................................................................ 14
   The Challenge ............................................................................................................................. 15
   Blueprint Focus ........................................................................................................................... 16
   Blueprint’s Relationship to General Plans ................................................................................ 17
   Advantages of Having a Regional Blueprint ............................................................................. 17

**Chapter 2: Developing A Regional Blueprint** ........................................................................ 21
   Vision, Values, Goals & Objectives ............................................................................................ 22
      Phase I Community Outreach ................................................................................................. 22
      Blueprint Polling Activities ..................................................................................................... 22
      Phase I Outcomes ..................................................................................................................... 22
   Establishing the Baseline Vision & Three Alternative Visions ................................................ 23
      Blueprint Guiding Principles .................................................................................................. 23
      Technical Modeling ................................................................................................................ 25
      Translating the Scenarios to Alternative Vision Concepts ..................................................... 25
   The Preferred 2050 Regional Blueprint Vision ........................................................................ 27
      Phase II Community Outreach ................................................................................................. 27

**Chapter 3: Performance Measures and Indicators** ................................................................ 31
   Sustainable Planning & Growth .................................................................................................. 32
   Housing Choices ....................................................................................................................... 35
   Transportation & Mobility ........................................................................................................... 37
   Farming & Agriculture ............................................................................................................... 41
   Preservation of the Environment ................................................................................................ 44
   Economic Development ............................................................................................................. 54
   Education & Workforce Preparation ......................................................................................... 64
   Cultural Richness & Unique Attractions .................................................................................... 66

**Chapter 4: Blueprint in Action** ............................................................................................. 71
   Application of the SJ C Blueprint Vision ................................................................................... 71
   SJ C Blueprint Application through Existing SJ COG Programs ............................................. 73
   Senate Bill 375 .......................................................................................................................... 76
   2050 Blueprint Vision & SB 375 ................................................................................................. 77

**Chapter 5: Valleywide Blueprint Summary** ......................................................................... 79

Attachments: ................................................................................................................................. 83
   Attachment A: Central California Mayors Resolution ............................................................... 85
   Attachment B: San Joaquin Valley Regional Association of California Counties Principles .... 86
   Attachment C: General Plan / Blueprint Comparison Matrix .................................................. 87
   Attachment D: Technical Information ....................................................................................... 89
   Attachment E: Valleywide Brochure ......................................................................................... 97
ACKNOWLEDGEMENTS

The San Joaquin County Regional Blueprint Vision Program is the result of unprecedented collaboration between a wide spectrum of San Joaquin County citizens, community leaders, local agency representatives, and elected officials. In particular, the following people are recognized for their contributions to this effort:

Representative agencies comprising the Blueprint Leadership Group Committee:
- Building Industry Association of the Delta
- Business Council, Inc. of SJ C
- CalTrans District 10
- Campaign for Common Ground
- Community Center for the Blind
- El Concilio
- Escalon Planning Commission
- League of Women Voters of San Joaquin County
- Lodi Chamber of Commerce
- Lodi-Woodbridge Winegrape Commission
- San Joaquin County Agricultural Commissioner
- San Joaquin Farm Bureau Federation
- San Joaquin Partnership
- San Joaquin Regional Rail Commission
- San Joaquin Regional Transit District
- Sierra Club, Delta Sierra Group
- Stockton Metropolitan Airport
- Stockton Planning Commission
- The Grupe Company
- University of the Pacific

Planners’ Roundtable consisting of Community Development Directors and/or their designee from each of SJ COG’s partner agencies:
- City of Escalon
- City of Lathrop
- City of Lodi
- City of Manteca
- City of Ripon
- City of Stockton
- City of Tracy
- San Joaquin County

Consultant Teams of:
- MOORE, IACOFANO, GOLTSMAN, INC (MIG)
This Page Left Blank
Intentionally
Regional Blueprint Purpose

The primary purpose of San Joaquin County (SJ C) Regional Blueprint is to establish a coordinated long-range (year 2050) regional vision between transportation, land use, and the environment from an overall quality of life perspective. This document both summarizes the San Joaquin County process and sets the stage for future action.

As a vision, the Blueprint recognizes that economic, environmental, and social issues are interdependent and only integrated approaches will effect needed changes. Addressing one topic without recognizing potential impacts in other areas will not be enough. The location of jobs, housing, and commerce affects the transportation system.....the nature of the transportation system affects air quality.....air quality affects health outcomes.

The Challenge

The current population of SJ C is expected to double by the year 2030 and reach 1.7 million by the year 2050. For the San Joaquin Valley, the population is expected to increase by half to 7.3 million. SJ C continues to be one of the fastest growing regions in California and the United States.

Demographically, SJ C is young, but the population is projected to age over time following broader trends. The “Over 60” population is currently the smallest group, but will be the fastest growing. The share of the “Under 20” age group will remain relatively unchanged and the population in the prime working ages of 20-59 will grow the slowest, with their population share declining between 2010 and 2035. The declining share of 20-39 year olds and increasing share of over 60-year olds gradually slows the rate of natural population growth over time. However, overall growth in San Joaquin County will continue to remain substantially higher than State and National trends.

Key questions emerge that must be addressed:

- What will the SJ C Region’s developed environment look like in the year 2050?
- What can be done to ensure that our future quality of life is sustained and balanced to accommodate new growth over the next 40 plus years?

The SJ C Blueprint provides a long-term planning framework that shows how the region collectively could respond to growth and infrastructure challenges in a comprehensive manner.

Regional Blueprint Vision....What it is.....What it is not
Building a Regional Blueprint

The eight (8) counties which comprise the San Joaquin Valley secured funding from the State Department of Transportation to develop a valley-wide transportation, land use, and environmental Blueprint Vision to the year 2050. The valley-wide Blueprint consists of the sum of the individual Blueprints associated with each of the eight (8) regions.

Beginning in 2006 through 2008, a series of community-based workshops (Phase I and Phase II) were conducted throughout the region in every incorporated city and various locations in the unincorporated area of San Joaquin County. Similar workshops were held in each of the other seven valley counties.

Building the SJCOG Regional Blueprint involved a bottom-up approach beginning with input at the community level. Different exercises were employed to initiate dialogue and gain constructive input regarding the best approach to respond to future growth from a land use, transportation, and environmental perspective.

The community workshops were augmented by SJCOG staff providing special workshops/presentations to key stakeholder groups. In addition, a statistically relevant phone survey was conducted by a professional polling consultant. The results supported the outcomes of the Phase I workshops. For the Phase II workshops, the “on the ground” community-based workshop approach was formatted and placed on the SJCOG website to provide another option for the community at large to access and provide input on the vision.

SJCOG Regional Blueprint Products

The Regional Blueprint establishes a future point of reference in two (2) key ways:

1) It ties together SJCOG’s role regarding transportation planning and delivery, land use, air quality, and the environment. It provides a vehicle to integrate and enhance the existing planning processes.

2) It captures core concepts pertaining to key public and private sector stakeholder interests and invites them to consider implementing reasonable sustainable growth policies that are within their control.

The information gained at the community level was refined by the SJCOG Board approved committees consisting of professional planners from each of SJCOG’s partner agencies and key stakeholders representing areas of interest – including environmental, housing, economic, and agriculture.

The three (3) primary products that comprise the SJCOG Regional Blueprint Vision include a Vision Statement, a set of Guiding Principles, and corresponding Performance...
Measures and Indicators. A summary of these products are as follows:

I. **Regional Vision Statement**

Creative community planning, combined with a shared regional vision, will result in a superior quality of life for all San Joaquin County residents, now and as we move forward. Sustainability in action as well as in vision will ensure this quality of life for future generations.

II. **Guiding Principles**

The SJ C Regional Blueprint Guiding Principles were developed based, primarily, on citizen-identified visions, values, and aspirations for San Joaquin County from the Phase I workshops. In turn, the Blueprint Guiding Principles provided the foundation upon which the Phase II Blueprint Vision choices were built.

**Principle 1**

**SUSTAINABLE PLANNING & GROWTH**

New growth patterns that meet the needs of the present, without compromising the ability of future generations to meet their own needs, within well-defined cities and communities is an important principle in accommodating population growth. Overall, this principle involves innovative strategies which target growth in existing urban areas, with an emphasis on efficient design, land conservation, infill, and redevelopment. Overall goals are to use natural resources wisely, preserve the environment, maintain agricultural viability, and create environmentally sound, healthy and resource-efficient communities. It is implicitly recognized that resources such as water are necessary to support future growth and that this growth must occur in such a way as to not impair resources for existing urban, agricultural, and environmental uses.

**Principle 2**

**HOUSING CHOICES**

A variety of housing options on a regional scale, while respecting the values and preferences of individual communities, creates opportunities for meeting the housing needs of families, individuals, seniors, and persons with special needs. Housing opportunities and choices for all individuals and family structures should be consistent with local market conditions. By providing a diversity of housing options, more people have a choice.

**Principle 3**

**TRANSPORTATION & MOBILITY OPTIONS**

Efficient land use that supports diverse and comprehensive transportation options is primary to this principle which: 1) connects existing internal and external regional networks for ease of use and allows for efficient movement of goods and services, including agricultural products; 2) enhances air passenger transportation; 3) considers transit-themed neighborhood developments; 4) creates mobility choices, while maintaining the existing regional transportation infrastructure; and, 5) improves public use of transit options through increased reliability, safety, convenience, and aesthetics. Strategic community design can encourage people to walk, ride bicycles, ride the bus or train, or car pool. As people make fewer and shorter trips closer to home to meet their everyday needs, a decrease in traffic congestion and air pollution may result.
Principle 4
FARMING & AGRICULTURE

As a regional asset, the farming/agriculture industry needs to be economically viable and thriving. This involves innovative solutions which recognize private property rights and seek to minimize the loss of irreplaceable farm land. Sustainability of agriculture is essential for the region’s economy and overall quality of life. The application of sustainable community design principles can accommodate the future transportation, housing, and other economic development needs and minimize the impact on productive farm land, as well as preserve the resources necessary to maintain the land’s current and future agricultural use.

Principle 5
PRESERVATION OF THE ENVIRONMENT

Overall quality of life is better when there is clean air to breathe, clean water to drink, and a place to experience the outdoors in settings such as parks, open space, species and habitat preserves, rivers and the San Joaquin Delta. Well thought out community design can assist in the preservation of the environment by encouraging energy efficient building design, water conservation, and urban greening projects (such as the planting of trees to reduce summer ground temperatures).

Principle 6
ECONOMIC DEVELOPMENT

Economic growth, job retention, and job creation are the foundation to this principle. Sustainable Community approaches can improve the economy by developing a diverse/quality job base which will increase opportunities for residents to work closer to where they live. “Mixed-use” development is one method to achieve this which has been shown to create active and vital neighborhoods. Co-location of compatible and complimentary uses and the strategic positioning of employment centers and housing sufficient for the anticipated workforce are important to the success of goals of this principle.

Principle 7
EDUCATION & WORKFORCE DEVELOPMENT

Creating jobs beyond the current market trend will involve ensuring that the human resource is educated, trained and available. This will, in turn, depend on the public/private educational system to adapt to the specific needs of targeted growth industries, while maintaining and improving programs for the existing job base.

Principle 8
CULTURAL RICHNESS & UNIQUE ATTRACTIONS

How projects are developed, how they are oriented in relationship to the street, how well designed their facades are, how well they use existing assets such as historic buildings, how well they are landscaped and how parking is handled are essential to the preservation of the unique character and cultural richness found in the individual
cities, towns, and communities. The activities and attractions that result from new development can enrich cultural, social, and economic development as well as retain a sense of place, uniqueness and historic identity in San Joaquin County.

III. Performance Measures & Indicators (PMIs)

The SJC Blueprint professional committees established over 68 regional Performance Measures across the eight (8) Blueprint Guiding Principles to be considered for use in gauging progress towards meeting the intent of the Blueprint from a regional perspective. The list of potential regional targets was pared down and refined by the committees. Greater detail on the Performance Measures and Indicators can be found in Chapter 3.

A matrix summarizing the relationship between the San Joaquin County Regional Blueprint's Guiding Principles ~ Regional Goals ~ Regional Performance Measures PMIs is found on the following page.
### PRINCIPLE
Sustainable Planning & Growth

**GOALS**

1) Recognize and allow for increases in development densities over time that allow for changes consistent with community and marketplace realities

2) Support innovative strategies that target growth in existing urban areas, with an emphasis on efficient design, land conservation (including working agriculture and open space), infill, and redevelopment

**PERFORMANCE MEASURES**

1) Average dwelling units per acre

2) Use of infill opportunities to support new development

### PRINCIPLE
Housing Choices

**GOALS**

1) To provide the housing market with greater flexibility in meeting the market demand for a variety of housing choices

2) To improve the ability of individuals/families to access and afford quality housing

**PERFORMANCE MEASURES**

1) Percentage of single-family to multi-family new housing

2) Percentage of home owner/renter’s income used to support housing. (e.g., mortgage, rent, insurance, utilities, taxes)

### PRINCIPLE
Transportation & Mobility Options

**GOALS**

1) Provide safe, efficient and aesthetically pleasing multi-model transportation and mobility option/connectivity for neighborhoods, communities, and between cities/regions

2) Create residential and non-residential development that is strategically connected to the community/city core and essential destinations of regional significance

**PERFORMANCE MEASURES**

1) Relationship of reduced Single Occupancy Vehicle (SOV) use to other travel modes

2) Residents traveling outside the region for work compared to year 2000 levels

1.2) Strive to keep the increase in on-road Vehicle Miles Traveled (VMT) to an annual rate that is = to or < the increase in population

2.2) Mean travel time to work in minutes compared to year 2000 levels
## PRINCIPLE
### Farming & Agriculture

**GOAL**
1) To sustain agriculture in San Joaquin County as an economically viable & thriving industry, while also recognizing its unique contribution to the overall quality of life in the county

**PERFORMANCE MEASURES**
1) Acres of prime & statewide farmland used to support new development
2) Total value of agriculture within San Joaquin County

---

## PRINCIPLE
### Preservation of the Environment

**GOAL (Air Quality)**
1) To decrease the amount of carbon dioxide and small particulate matter emission from on-road vehicles

**PERFORMANCE MEASURES**
1) Reduce CO2 attributable to on-road mobile sources (tons per day)

**GOAL (Water Resources)**
1) To promote strategies that decrease residential water usage
2) To promote strategies that increase agricultural water use efficiencies

**PERFORMANCE MEASURES**
1) Reduce residential Water Use in the SJC Region
2) Measureable increase in agricultural water use efficiencies through a variety of methods, including, but not limited to, reducing evapotranspiration, conversion of irrigation systems, efficiencies aimed at increased reuse of recoverable flows, and support for other supplier and on-farm technological improvements to reduce irrecoverable loss of applied water

**GOAL (Resource Lands)**
1) Support preservation of natural resource and open space lands as distinct from production agricultural lands

**PERFORMANCE MEASURES**
1) Acres preserved through a variety of sources, including the San Joaquin Multi-Species Open Space Conservation Plan (SJ MSCP)
**PRINCIPLE**
Economic Development

**GOAL (Economic Prosperity)**
1) Strategically position San Joaquin County to compete with other regions throughout the State, the nation, and the global economy

**PERFORMANCE MEASURES**
1) Median annual non-inflation adjusted household earnings ($1,000s)  
2) Average non-inflation adjusted individual earnings ($1,000s)  
3) Unemployment rate (annualized)  
4) Value of new non-residential construction (In Thousands)  
5) Total annualized regional taxable sales transactions (In Billions)

**GOAL (Goods Movement)**
1) Identify and pursue opportunities to increase goods movement as an essential part of economic development

**PERFORMANCE MEASURES**
1) Center line miles of STAA terminal access routes in the rural and urban areas

---

**PRINCIPLE**
Education & Workforce Preparation

**GOAL**
1) To have a better locally prepared and trained workforce

**PERFORMANCE MEASURES**
1) Rate of high school enrollment to graduation level  
2) College going ~ Bachelor & advanced degree recipients rates towards State average
**PRINCIPLE**
Cultural Richness / Unique Attractions

**GOALS**
1) Support economic development endeavors that exploit existing cultural, social and historical identity in San Joaquin County, especially as related to the agricultural and wine Industries
2) Support future growth and maintain and support both community specific and county-wide identity

**PERFORMANCE MEASURES**
1) Transient Occupancy Tax Receipts (non-inflation adjusted)
1) A qualitative approached will be used to demonstrate progress towards promoting community and countywide identity......past and present

1.2) Total Direct Visitor Spending in San Joaquin County (non-inflation adjusted)
Blueprint in Action......Next Steps

How the Regional Blueprint Vision is applied will evolve over time. The concept and intent of the Blueprint has always been that of a set of Guiding Principles and tools for voluntary use by public and private sector stakeholders. The SJCOG Blueprint is not intended to supersede the land-use decision-making authority of SJCOG’s member agencies; and, in fact, has no statutory authority to do so.

Having a Blueprint Vision provides the opportunity for dialogue on a set of regional strategies that would ensure:

- Adequate resources are available to meet the future housing and economic needs.
- Transportation system (e.g., roadways and alternative travel forms) supports the residential and non-residential land uses.
- Land uses are strategically developed to support the transportation system.
- Land and resources needed to support new development is valued as a finite commodity. This will minimize the impact, to the extent possible, on the environment as well as sustain the fiscal viability of the region’s agricultural industry.

SJCOG will seek to implement the San Joaquin County Regional Blueprint Vision through the following strategies:

- Advocating for and seeking funding opportunities for the region.
- Developing planning tools and information.
- Identifying implementation incentive opportunities through existing SJCOG plans & programs.
- Supporting the work of partner agencies/organizations which play a leading role in key Blueprint principles.
- Actively contribute to and draw from the San Joaquin Valley Regional Blueprint effort through identified 4th grant activities, including:
  - Identifying and extinguishing barriers: physical, procedural, and political, that inhibit realization of identified principles.
  - Continuing with educational outreach and seeking educational opportunities for professional planning staff.
  - Improving the land use and traffic models as tools for planning and evaluation.
  - Developing additional regional incentives and minimizing disincentives.
  - Establishing a “tool kit” of strategies that can be used at the local level.
  - Assessing dynamics regarding the fiscalization of land use.
  - Assessing market demand for greater variety of housing unit configurations and higher density.
  - Improving the strategic jobs to housing balance.
- Working with key stakeholders and partner agencies on SB 375 implementation and development of a Sustainable Community Strategy (SCS)
and Alternative Planning Strategy if required (APS).

- Developing a “maintenance of effort” strategy for on-going evaluation and monitoring of progress toward realization of the Blueprint principles and goals in the San Joaquin County region.

There are many complex variables that are considered as local jurisdictions determine the merits of individual transportation and land use proposals. Although consistency with the Blueprint principles is encouraged, this is a voluntary process and consistency is in no way required through the process. Further, it is recognized that the nature of individual proposals may not make them appropriate to be considered in the context of the Blueprint principles.

Successful application of the San Joaquin County Regional Blueprint will involve the continuing efforts of the professional planners group and a stakeholder committee of community leaders and subject area experts. As the framework to apply the Blueprint is formulated, the committees will focus on specific action and monitoring strategies that will produce progress towards meeting the preferred Blueprint Vision.

Putting the Blueprint into action needs to be performed in a way that will empower:

- SJCOG Board in their transportation decision-making process.
- Elected officials from each one of SJCOG’s Partner Agencies in their land use decision-making processes.
- Planning staff regarding the relationship between land use, transportation, and the environment.
- All stakeholders as to how well the region is moving forward in meeting the Blueprint Principles.

With a shared vision, the working relationship between SJCOG, its partner agencies, and the region’s key stakeholders will be strengthened as the Blueprint is put into action.

Resources to meet housing & job creation needs

Transportation system that supports land uses

Improve AQ, protect species/habitat, & preserve natural resources, sustain agriculture

Land uses that support the transportation system
INTRODUCTION

Individually and collectively as a mega-region, the eight (8) counties comprising the San Joaquin Valley secured funding to develop a valley-wide transportation, land use, and environmental BLUEPRINT Vision to the year 2050. The SJ C Blueprint is the region’s contribution to formulate and complete the valley-wide vision. Regionally and valley-wide, this represents an historic and unique opportunity to bring together a diverse population with diverse interests to set long-term regional and interregional targets to aspire towards. The direct beneficiaries of this effort (and those charged with maintaining focus and making progress towards meeting the intent of the Blueprint’s Vision) will be future generations.

Background

San Joaquin County is the northernmost county in the San Joaquin Valley. It is centrally located to the Bay Area, the Sierra Nevada, and the State’s Capitol, Sacramento. SJ C benefits from a desirable climate and cooling delta breezes during the summer evenings. Its natural resources are abundant: the San Joaquin Delta, the rivers, and the regional parks. These unique resources provide many opportunities for outdoor recreation. The region is home to many unique plant and animal species, residing in important and sensitive habitats.

Currently, with over 680,000 residents, the region has seven (7) distinct incorporated cities along with unique communities located throughout the county’s unincorporated area. As the county seat, the City of Stockton is the 13th largest city in California. It is the home of a number of professional sport franchises, a symphony, theaters, private and public universities and colleges, and an emerging and vibrant downtown.

The region is blessed with a rich cultural diversity and heritage. Each year, festivals are held in celebration of the county’s rich agriculture industry. The region’s soil is some of the richest in the world, supporting a one-of-a-kind agriculture industry that provides products locally and to the world.

SJ C has a regional transportation highway system that is critical to the local, regional, state, and national economy. Unique to the region is the largest inland deep water port in the western United States along with a metropolitan airport and two
Historically, SJC has been able to grow its urban and non-urbanized areas without significant constraints. However, compounding growth over the last 10 to 20 years and an attendant recognition of its negative impacts on natural resources, transportation networks, and other built infrastructure, calls into question the sustainability of the development trends that have emerged. Response to these historical growth trends has resulted in various types of slow-growth or capped-growth initiatives or ordinances in most of the incorporated jurisdictions in San Joaquin County.

**Regional Blueprint Purpose**

The primary purpose of Blueprint planning is to coordinate long-range (year 2050) regional planning related to transportation, land use, and the environment from an overall quality of life perspective.

It addresses the question “Where and how do we grow from here?” As the SJC Region grows, the transportation system must expand. In response to new growth, new streets and roads must be built. Parks, water and sewer systems to accommodate new residents and businesses will need to be built, while concurrently maintaining the existing system. All this must be done in a climate where increasing demands are placed on taxpayer dollars. Better coordination between local land use planning and regional transportation planning could help to stretch scarce monetary resources.

**Motivations for Blueprint Planning**

During the 1980s, critical needs such as building and maintaining infrastructure (e.g., schools, highways, and water delivery systems) did not keep pace with growth. During the 1990s and into the new millennium, as rapid growth continued, the alarm continued to ring louder regarding growth-related challenges (e.g., air quality, health of regional economies, overcrowded schools, affordable housing and housing supply, urbanization of prime agricultural land, water shortages). From a State perspective, a greater effort commenced to invest more resources to address these challenges.

Although slower growth than was envisioned at the onset of the Blueprint process seems likely in the coming decade, growth in San Joaquin County will continue at a pace faster than the State and Nation as a whole. Planning to accommodate future growth is a prudent endeavor. Concerned SJC citizens have overwhelmingly expressed that they do not want SJC to experience the growth-related challenges of regions such as the Los Angeles basin or the Bay Area. However, they recognize that the land-use authorities need to accommodate new growth.

The consensus is that a balanced approach is needed to accommodate new growth in a manner that, for example, values our agricultural resources, is environmentally conscious, and maintains the uniqueness of cities and rural communities. As an anchor, all of this needs to be supported with continued economic prosperity and a healthy and responsive transportation system.
The Challenge

As a region, SJ C comprises a total area of 1,426 square miles, of which 1,399 square miles is land and 27 square miles (1.89%) is water.

According to the State Department of Finance, by 2050, the population of San Joaquin County is expected to increase from 680,000 to 1.7 million and the San Joaquin Valley’s population will increase by half to 7.3 million.

As one of the fastest growing regions in the United States and in California, key questions must be answered:

- What will the San Joaquin Valley (SJ V) and the San Joaquin County Region’s developed environment look like in the year 2050?

- What can be done to ensure that our future quality of life is sustained and balanced to accommodate new growth over the next 40 plus years?

With the significant expected growth in population between now and the year 2050, the Blueprint strives to set a visionary course of action to address the following:

- How and where will the future population reside?

- Will there be a good balance of quality jobs to housing so that people have more choices to live and work in the SJ C region?

- Will future economic development efforts increase the historically low per capita and household income levels in SJ C?

- Can the individual cities maintain their geographic uniqueness? Or, will they end up blending all together?

- How will people travel throughout the region?

- What needs to be done to ensure that the transportation system (e.g., highways and major roads) can handle the increase in traffic?

- Will the public transit system evolve to the point that people will become much less reliant on the automobile?

- How much more of our valuable agriculture lands will be used to accommodate new growth?

- Will the agriculture industry still be viable?

- Environmentally, will health problems related to poor air quality be better or worse in the future?

- Will the quality and quantity of the water supply meet the demands of future growth without impairing the
supplies for current urban, agricultural, and environmental uses?

**Blueprint Focus**

As a vision, the Blueprint recognizes that economic, environmental, and social issues are interdependent and only integrated approaches will effect needed changes. Addressing one topic without recognizing potential impacts in other areas will not be enough. The location of jobs, housing, and commerce affects the transportation system.....the nature of the transportation system affects air quality.....air quality affects health outcomes.

Establishing a Blueprint Vision is not meant to imply that there is a lack of creative or innovative endeavors taking place throughout the region in our communities. As a part of the Blueprint process, these practices need to be recognized and supported so that all in the region will benefit. By supporting the positive aspects of our communities, while improving those aspects we believe should be different for future generations, multi-faceted approaches of mutual benefit can be developed. Multiple approaches will allow us to understand the choices available and the potential trade-offs between these choices.

The Blueprint Guiding Principles evolved from community-based input and were refined by multiple committees consisting of professional planners from each of SJ COG’s partner agencies and key stakeholders representing areas of special interest - environmental, housing, economic development, and agriculture. These principles represent themes and ideals associated with sustainable community concepts and smart growth principles.

In keeping with these principles, the Blueprint focus is on meeting the unique needs of individual communities within San Joaquin County. An important aspect of the Blueprint is the development of tools for action and long-term integrated solutions for improving quality of life through land-use, transportation, and environmental planning that supports the vision of its citizens.

The SJ C Blueprint is at its core an environmental, land-use, and transportation vision. While not intended to directly address all complex social and natural resource issues of concern to area citizens, such as crime or water resources, the importance of some of these issues and their impacts on the core Blueprint principles are recognized and addressed in chapter 3.

Arriving at the final Blueprint vision is not a simple process. Working towards a final product has and will continue to involve extensive collaboration, dialogue and consensus building between the citizenship at large, staff from each jurisdiction, vested stakeholder groups, and the elected officials from each of SJ COG’s partner agencies. On the technical side, the effort has involved extensive land use and transportation modeling, which was aided

“How to address and strike a balance between all of the land use, transportation, and environmental related needs is what the SJ C Regional Blueprint strives to achieve.”

Source: Citizen Phase I Comment Card
by technical staff at the UC Davis Information Center for the Environment.

As the process moves forward, projections may change as additional data emerges and evaluation tools will be improved; however, the principles forming the heart of the Blueprint will remain. It is those principles, built upon the original, citizen-derived visions and values that will drive the development of the tools and policies that will allow the communities’ collective visions to be realized.

By virtue of our participation in the Blueprint development process, SJC will be better prepared as a region to meet the needs of future population growth.

**Blueprint’s Relationship to General Plans**

The SJC Regional Blueprint involves a consensus building process that unifies the jurisdictions (Land Use Authorities) with SJCOG (Transportation Authority), and key stakeholder interests - environmental, housing, economic development, and farming/agriculture with a vision to accommodate new growth from a transportation, land use, and environmental perspective.

The SJC Regional Blueprint is not a General Plan. However, due to its universal nature, it can be viewed as an overarching planning strategy that can support the maintenance and development of GPs. For example, the Blueprint’s Guiding Principles collectively support the GPs of each of SJCOG’s partner agencies. The Baseline and alternative Regional Blueprint Visions were built upon the existing GP’s and extrapolated out to the year 2050.

GPs are mandated. They specifically address a particular jurisdiction’s needs to accommodate growth. As compared to the Blueprint Vision, GPs are much more detailed (e.g., housing elements, zoning), have a shorter planning horizon, and their elements are subject to state approval.

The SJC Blueprint Vision:
- Allows for inter- and intra-regional coordination.
- Has Guiding Principles that are universal and support Partner Agency GPs.
- Provides core targets to gauge, to the extent possible, how the region as a whole can respond over time to the many challenges associated with population growth.

Where State rules dictate the content of GPs and further govern annexations and Spheres of Influence through the action of the Local Agency Formation Commission (LAFCO), SJCOG has no authority to develop a regional land use plan that is binding on the actions of the local governments. However, per the choice of the local jurisdiction, the principles, tools, and implementation strategies from the Blueprint may be utilized in their on-going planning processes.

**Advantages of Having a Regional Blueprint**

Since the beginning steps of developing a Blueprint Vision, the question “What are the benefits of having a Blueprint?” has been asked. The answers to this foundational question have been addressed in different ways as the Blueprint development process has evolved.
Overall, having a Blueprint signifies that the region is unified with respect to a long-term vision that strikes a balance between land-use development, transportation delivery, and resource conservation. It allows the San Joaquin Region to be in a stronger position politically: at the interregional, state, and federal levels.

From a quality of life perspective, Blueprint principles, goals, and tools for action are intended to aid in meeting the needs of the present without compromising the needs of the future populace. Blueprint does this through collaborative planning on a macro-scale that recognizes common regional planning themes.

Gaining insight regarding how a region intends to respond to future growth allows for better planning on many fronts. For example:

1) Developers have better insights to options for meeting the future SJ C housing needs with land-use decisions that are predictable, fair, and cost effective.

2) Investors that want to expand or establish their business operations in SJ C understand what the region is striving toward.

3) Those that want to remain in, or are considering a move to live and work in SJ C, gain a sense of what the future holds.

4) Farming and agricultural industries are recognized for their importance in the overall economic vitality and cultural heritage of the San Joaquin County region.

5) Developers, environmentalists, and the public at large understand that there is a willingness to work together to ensure that our natural resources will be honored and not taken for granted.

6) Economic development is the anchor to the region’s future. The vision for more and better paying jobs can be a reality.

The concept and intent of the Blueprint is to bring into focus the key variables and strategies to accommodate future growth. This focus elevates a combination of factors that, in concert, strive to best meet the San Joaquin County Region’s future housing and economic development needs (including the continued vitality of agriculture). A more focused understanding of future land use also fosters better transportation decision-making. In turn, the combination of land use and transportation investment practices will continue to preserve and improve the environment and valuable natural resources that the San Joaquin County region is dependent upon.

Having an approved Blueprint Vision will enhance the private and public stakeholders’ ability to compete for state and federal funding from various sources, including current programs within the California Department of Conservation and the California Department of Housing and Urban Development, as well as grant funding from Proposition 84 through the Strategic Growth Council for both local and regional planning.

As will be discussed in Chapter 4, Implementation, many of the planning processes and tools developed during the four-year Blueprint planning process will
provide a reference point to begin developing a Sustainable Communities Strategy (SCS) required by SB 375. The SCS is a separate planning element required as part of future Regional Transportation Plan (RTP) Updates. Besides emerging incentives in various grant applications to aid local and regional planning, the CEQA relief extended to development projects found to be consistent with an approved SCS can enhance a project’s financial feasibility. This is an important consideration in attracting private investment for these projects.

A Regional Blueprint and its collective implementation strategies, is intended to empower the San Joaquin County region’s leaders to accomplish together, with a unified voice, the critical regional goals that cannot be accomplished in isolation.
DEVELOPING A REGIONAL BLUEPRINT: A Collaborative Endeavor

Developing a Regional Blueprint is not a new concept. Many communities, regions, and mega-regions throughout the United States and the world are developing Blueprints and blueprint-like projects. Blueprints are regional in scope and integrate land use, transportation, and resource planning. The challenge is to create a compelling, high-level vision that local agencies with land use authority will want to implement.

The SJV/SJC Regional Blueprint process recognizes that the future unfolds over decades. Even though monetary resources may be limited now, setting a long-term future vision, establishing goals, and incrementally employing practices toward meeting the vision and goals is essential. Collaboration between professional planners, community leaders, stakeholder groups and the public at large has been key to the process.

Arriving at a preferred Blueprint Vision for the SJ C Region involved the synthesis of expressed views and values received at the community, regional, and interregional levels over the last three (3) years. The following committees were established to provide guidance and input on the products developed throughout the effort:

- A local Blueprint Leadership Group (BLG) consisting of community members appointed by the San Joaquin Council of Governments (SJ COG) Board of Directors.
- A local Planners’ Round Table consisting of Community Development Directors and/or their designee from each of SJ COG’s partner agencies.
- A Valley Planners’ Workgroup consisting of Community Development Directors from various COG partner agencies throughout the San Joaquin Valley.
- A Blueprint Regional Advisory Committee (BRAC) is a valleywide body that consists of 4 community members and one elected official appointed by each of the eight (8) participating Councils of Government.

A multi-level effort was used to gain input from the citizenship at large, key stakeholder groups, and elected officials. Organizing and gaining comprehensive broad-based feedback was captured during Phases I and II of the Blueprint process. SJ COG secured the services of MOORE, IACOFANO, GOLTSMAN, INC. (MIG) to assist SJ COG in developing, coordinating, and facilitating the community outreach process and documenting the results.

The development of the draft San Joaquin Regional Blueprint Vision was the result of three distinct but interrelated processes:

1. Development of the vision, values, goals & performance measures (Phase I workshops and Polling).
2. Development of a baseline and alternative scenarios (technical modeling, translation to vision concepts).
3. Refinement of Blueprint guiding principles and preferred vision concepts (Phase II workshops).

A similar endeavor occurred in all eight of the San Joaquin Valley Counties – these initial work products were all ultimately forwarded for inclusion in the San Joaquin Valley Blueprint. A summary of the eight-county valleywide process can be found in Chapter 5.

Each of the three stages of the process in San Joaquin County is discussed in the sections that follow.

Vision, Values, Goals & Objectives

Phase I Community Outreach

During the months of March, April and May 2007, over 500 people participated in a series of Blueprint community workshops that were held across San Joaquin County. The primary purpose of the workshops was to:

A. Educate participants about the purpose of the Blueprint; and,

B. Facilitate discussion and collect input about participants' visions and values related to the future of the San Joaquin Region.

The raw data from the workshops was synthesized into broad conceptual categories that were further refined by the Professional Planners’ Roundtable group, the Blueprint Leadership Group, the results of a county-wide professional poll, and input from various other sources, including SJCOG’s standing committees and Board members.

Blueprint Polling Activities

To augment the input gathered during the first phase of community workshops, SJCOG secured the consulting firm of GODBE RESEARCH to develop, conduct, and summarize the results of a Blueprint public opinion telephone poll. Residents, 500 in total, were polled on their opinions relative to issues related to the SJC Blueprint Project (e.g., population growth, transportation, land use, environment). The statistically relevant information from the poll was used to:

- Further develop the SJC Regional Blueprint Vision.
- Establish public attitudes of adult residents regarding key issues and principles for guiding future growth in SJC (e.g., identifying perceived challenges, investment priorities, common community infrastructure investments, and general improvements which residents value).
- Validate the input received during the Phase I community workshops.

Phase I Outcomes

Phase I outcomes were reviewed and extensively discussed by members of the Planners’ Roundtable and BLG committees. Consensus was reached on the products,
which were presented to the SJ COG Policy Board as a Draft Guiding Document. This document was reviewed and conceptually approved by the SJ COG Board of Directors in December 2007. It formed the basis of the Blueprint Guiding Principles presented in the Phase II workshops and the Goals, Objectives, and Performance Measures found later in the document.

Establishing the Baseline Vision & Three Alternative Visions

Blueprint Guiding Principles

The eight (8) blueprint guiding principles were developed based, primarily, on citizen-identified visions, values, and aspirations for San Joaquin County from the Phase I workshops, refined through the SJ COG Blueprint Committees and input from the SJ COG Policy Board in mid-2008.

The Mayors of Central California Association (Attachment A) adopted by resolution the “San Joaquin Valley Strategies for Sustainable Growth.” The San Joaquin Valley Regional Association of California Counties (Attachment B) also endorsed a set of principles entitled the “San Joaquin Valley Strategies for Sustainable Growth.” Both positions are supported by the San Joaquin County Blueprint’s Guiding Principles.

The principles are as follows:

**Principle 1  
SUSTAINABLE PLANNING & GROWTH**

New growth patterns that meet the needs of the present, without compromising the ability of future generations to meet their own needs, within well-defined cities and communities is an important principle in accommodating population growth. Overall, this principle involves innovative strategies which target growth in existing urban areas, with an emphasis on efficient design, land conservation, infill, and redevelopment. The goal is to use natural resources wisely, preserve the environment, maintain agricultural viability, and create environmentally sound, healthy and resource-efficient communities. It is implicitly recognized that resources such as water are necessary to support future growth and this growth must occur in such a way as to not impair resources for existing urban, agricultural, and environmental uses.

**Principle 2  
HOUSING CHOICES**

A variety of housing options on a regional scale, while respecting the values and preferences of individual communities, creates opportunities for meeting the housing needs of families, individuals, seniors, and persons with special needs. Housing opportunities and options for all individuals and family structures should be consistent with local market conditions. By providing a diversity of housing options, more people have a choice.
Principle 3
TRANSPORTATION & MOBILITY OPTIONS

Efficient land use that supports diverse and comprehensive transportation options is primary to this principle which: 1) connects existing internal and external regional networks for ease of use and allows for efficient movement of goods and services, including agricultural products; 2) enhances air passenger transportation; 3) considers transit-themed neighborhood developments; 4) creates mobility choices, while maintaining the existing regional transportation infrastructure; and, 5) improves public use of transit options through increased reliability, safety, convenience, and aesthetics. Strategic community design can encourage people to walk, ride bicycles, ride the bus or train, or car pool. As people make fewer and shorter trips closer to home to meet their everyday needs, a decrease in traffic congestion and air pollution may result.

Principle 4
FARMING & AGRICULTURE

As a regional asset, the farming/agriculture industry needs to be economically viable and thriving. This involves innovative solutions which recognize private property rights and seeks to minimize the loss of irreplaceable farm land. Sustainability of agriculture is essential for the region’s economy and overall quality of life. The application of sustainable community design principles can accommodate the future transportation, housing, and other economic development needs and minimize the impact on productive farm land, as well as preserve the resources necessary to maintain the land’s current and future agricultural use.

Principle 5
PRESERVATION OF THE ENVIRONMENT

Overall quality of life is better when there is clean air to breathe, clean water to drink, and a place to experience the outdoors in settings such as parks, open space, species and habitat preserves, rivers and the San Joaquin Delta. Well thought out community design can assist in the preservation of the environment by encouraging energy efficient building design, water conservation, and urban greening projects (such as the planting of trees to reduce summer ground temperatures).

Principle 6
ECONOMIC DEVELOPMENT

Economic growth, job retention, and job creation are the foundation to this principle. Sustainable Community approaches can improve the economy by developing a diverse/quality job base which will increase opportunities for residents to work closer to where they live. “Mixed-use” development is one method to achieve this which has been shown to create active and vital neighborhoods. Co-location of compatible and complimentary uses and the strategic positioning of employment centers and housing sufficient for the anticipated workforce are important to the success of goals of this principle.
Principle 7
EDUCATION & WORKFORCE
DEVELOPMENT

Creating jobs beyond the current market trend also will involve ensuring that the human resource is educated, trained and available which will, in turn, depend on the public/private educational system to adapt to the specific needs of targeted growth industries, while maintaining and improving programs for the existing job base.

Principle 8
CULTURAL RICHNESS &
UNIQUE ATTRACTIONS

How projects are developed, how they are oriented in relationship to the street, how well designed their facades are, how well they use existing assets such as historic buildings, how well they are landscaped and how parking is handled is essential to the preservation of the unique character and cultural richness found in the individual cities, towns, and communities. The activities and attractions that result from new development will enrich cultural, social, and economic development as well as retain a sense of place, uniqueness and historic identity in San Joaquin County.

Technical Modeling

In conjunction with principle development activities, SJ COG, in concert with the other seven valley COGs and UC Davis, undertook a land-use modeling exercise utilizing UPlan software. Specifically, the modeling sought to conceptualize and quantify impacts to natural resources, including agricultural lands, flood plains, endangered species, and critical habitat. The results of the modeling included four scenario concepts: a baseline modeled on recent trends and three alternative concepts. These concepts, along with the draft principles, formed the basis of the Baseline Vision and the three Alternative Visions that were carried into the Phase II workshops (see Attachment D for additional technical specifications relating to UPlan).

The first vision choice (The Baseline) represented how the region may evolve if current development patterns continue. Choices 2, 3, and 4 represented an incremental change from the baseline choice across key variables such as housing type and density, traffic congestion, air quality, and urbanization of agriculture land. The primary difference from the baseline choice to the other Blueprint Vision choices is that the amount of land to accommodate new housing development, sometimes referred to as the footprint, is at its largest in the baseline choice and at its smallest in Blueprint Vision Choice 4.

Translating the Scenarios to Alternative Vision Concepts

Different Blueprint Visions were developed based on the predominant attributes of each of the Blueprint Guiding Principles. Each one of the four (4) visions were meant to be illustrative and conceptually overarching and all assumed housing the next one million persons to the year 2050.
The UPlan model quantified the impacts in terms of acreage required to support new development. Additional performance measures included reductions in greenhouse gases and electrical use attributable to changes in land use patterns. Reductions in VMT and various air quality measures were obtained from regional traffic and emissions modeling based on UPlan land use outputs. The conceptual modeling or “scenario development” is a way to compare impacts between potential scenarios in support of identified principles and performance measures.

The modeling process provided performance measures that support many aspects found in the Blueprint principles. However, due, in part, to limitations of the modeling process and lack of quantifiable data, the process does not address every Blueprint principle. In some cases, goals envisioned for entire principles or parts of principles were developed completely independent of the scenario modeling.

Where appropriate, internal programs and/or outside professional, interest-based, or issue-based groups and organizations are referenced and performance measures developed based on the best available information. For example, the San Joaquin Council of Governments also administers a Habitat Conservation Plan and a Regional Congestion Management Plan. Both of these programs have direct relevance to Blueprint principles and performance measures.

Economic development and water issues are being addressed by a myriad of efforts spearheaded by organizations outside of SJ COG’s scope. Nevertheless, these elements of the Blueprint Vision are no less important and performance measures for these principles have been developed alongside those resulting from the modeling process and those supported directly by SJ COG’s own planning processes.

In short, this quantitative and qualitative technical analysis produced a Baseline Vision and three (3) Alternatives. These four (4) Visions were used to compare possible outcomes and contrast associated tradeoffs during the Phase II Community Input process.

**Baseline Choice (1)**

Planning Themes:

- Development follows current outward growth patterns.
- Poorest air quality.
- Highest traffic congestion.
- Largest urban footprint.
- Largest average residential lot size.
- Highest amount of residential water and energy use.
- Smallest investment in the urban core.

**Choice (2)**

Planning Themes:

- Some development and infill in core areas.
- More housing options.
- Better air quality.
- Modest traffic congestion.
- Modest decrease in average residential lot size.
- Increase in public transit use.
- Modest decrease in residential water and energy use.
- Modest increase in acres available for agricultural use.
Choice (3)  
Planning Themes:

- Moderate mix of land uses in new areas; expanded housing options.
- Best air quality.
- Least amount of traffic congestion.
- Moderate decrease in average residential lot size.
- Higher increase in public transit usage.
- Moderate decrease in residential water and energy use.
- Higher increase in acres available for agricultural use.

Choice (4)  
Planning Themes:

- Highest level of housing options.
- Greatest concentration of mixed use in urban core.
- Decrease in air quality gains from Choice 3 due to increases in traffic congestion.
- Smallest average residential lot size.
- Greatest amount of public transit use.
- Most efficient residential water and energy use.
- Greatest amount of acres of agricultural land available; smallest urban footprint.

The Preferred 2050 Regional Blueprint Vision

Phase II Community Outreach

Similar to the first phase, a series of over 15 public workshops was conducted throughout the region to gain input at the community level. Additional focused workshops and presentations were conducted with organizations such as the Greater Stockton Chamber of Commerce, the Building Industry Association of the Delta, and the San Joaquin County Farm Bureau Federation. Besides the physical workshops, the Phase II format was posted on the SJ COG website to allow people that could not attend a public workshop to provide input through this medium. A total of over 400 citizens weighed in on a preferred scenario through both workshops and web site responses.

Before weighing in on one of the four choices, both the physical workshops and the web based survey allowed participants the opportunity to review the potential tradeoffs associated with each of the visions. Time was also spent going over the incremental differences of each of the choices. Participants then identified the Blueprint Vision of their choice. In both instances, participants were also provided the opportunity to comment on their choice and to offer modifications.

Each one of the four (4) vision choices received support. The results of the Phase II effort are as follows:

- Baseline Choice (4% Support)
- Choice 2 (14% Support)
- Choice 3 (62% Support)
- Choice 4 (20% Support)

At 62%, Blueprint Vision Choice three (3) received the majority of votes. The results of the Phase II workshops were tabulated, reviewed, and extensively discussed by the Blueprint’s standing committees. These discussions lead to the development of a hybrid Blueprint scenario for the County of San Joaquin. This modification to “Choice 3” strives to maximize:
1) The use of and investment in other forms of travel modalities outside of the single occupancy vehicle.

2) Full economic development potential.

The preferred scenario and the Guiding Principles are key components of the overall vision. A basic tenet of the Blueprint Vision is housing the next 1.1 million people by the year 2050.

As compared to the Baseline Vision, the preferred SJC Blueprint Vision offers a different future housing balance by emphasizing expanded options with an overall net increase in housing density per acre. As growth in the amount of land utilized for new development decreases, the conversion of other land (including working agricultural, natural lands, and open space) is also decreased. While the graphic at right includes these different uses in a single category, it is recognized here and throughout the San Joaquin County Regional Blueprint Vision that these are distinct land uses and are valued individually.
The Vision is based on and would continue to honor the unique character of each community, particularly the smaller cities and rural communities in the County whose growth trends may not change as much as the larger urban areas.

In summary, the preferred SJC Regional Blueprint Vision:

- Decreases acreage used for residential growth as compared to Alternative 1, the Baseline (or recent trends) vision scenario.
- Emphasizes more investment in infill areas and urban cores, while recognizing that development will continue to occur on the fringes of a jurisdiction’s boundary.
- Promotes more mixed use development and residential/transit connectivity for infill, redevelopment, and greenfield projects.
- Strives for a greater variety of attached and detached housing options with an overall increase in densities regionwide. Single-family detached homes will likely remain the prominent choice, but average density levels slowly increase over time.
- Envisions increased investment in public transit, including BRT and alternative modes, while maintaining the integrity of the regional transportation roadway system.
- Promulgates greater use of Transportation Demand Management measures.
- Supports the sustainability of agricultural lands (recognizing the key role played by agriculture in the local economy) and protection of environmentally sensitive locations.
- De-emphasizes residential estates referred to as “Ranchettes” and other incompatible rural land use types as a way to minimize urban/agricultural conflicts.
- Promotes the best reduction in Vehicle Miles Traveled (VMT)/Carbon Dioxide (CO2) leading to best Air Quality benefits of the 4 alternatives.
- Anticipates full realization of HCP goals.
- Promotes the full realization of The San Joaquin Partnership’s Economic Vision for the San Joaquin Region.
- Encourages education attainment and options in developing the human resource to support the new employment landscape.
- Supports balanced development of both the commercial sector (best quality jobs and services) and the residential sector (housing).

One expected product of the Blueprint process is a regional “tool box” that jurisdictions and other private and public decision-making bodies can reference and use. By collectively applying these tools, “business as usual” trends and patterns in meeting growth demands would incrementally change over time. It is important to note that the ability to make progress towards realizing the vision is a collective endeavor involving all
jurisdictions. However, the degree to which each jurisdiction can employ these strategies will differ. A web-based “tool-kit,” currently under development, is expected to include scale-appropriate examples and best practices to aid implementation in jurisdictions of various sizes.

It is important to note that the Blueprint Vision described occurs over a period of 40+ years. It is anticipated that change will be incremental and that many projects will have more resources to draw upon once additional incentives and implementation strategies/tools come to fruition through Blueprint implementation.

Additional information/analysis in the development of the San Joaquin County Regional Blueprint Vision can be found in the attachments to this document:

- The differences in technical land use/traffic modeling outputs between the Baseline Vision and the SJC Preferred Vision are included in the Technical Document (Attachment D).

- At the request of the SJCOG Board of Directors, staff conducted a detailed analysis of the existing General Plans (GPs) of each partner agency. The purpose of the exercise was to determine the degree to which the Blueprint Guiding Principles support the GPs.

At the August 2008 Board meeting, SJCOG staff provided the results of this analysis to the board. The exercise demonstrated that there are many examples of stated goals, objectives, and proposed actions found in each of SJCOG’s partner agency GPs that are supported by the Blueprint’s Guiding Principles. The correlation of the Blueprint Guiding Principles to examples from GPs can be found in Attachment C.

A significant amount of conceptual information, technical data, and analysis was generated over the course of the last few years. This fostered Blueprint development discussions involving a wide variety of stakeholders with views, in some cases, that were in opposition to each other.

To a certain degree, some will continue to not agree in principle with the intent of the Blueprint Vision, while others will contend that the final product does not go far enough. Nevertheless, a consensus was reached by the majority and has been embodied in the guiding principles and in the goals and related Performance Measures and Indicators (PMIs) found in Chapter 3.
PERFORMANCE MEASURES & INDICATORS

The purpose of any measurement system is to provide a feedback loop relative to the goals that increases the chances of achieving these goals efficiently and effectively. Measurement gains true value when used as the basis for timely decisions.

It can also provide valuable information to enhance overall performance. A comprehensive set of performance measures is intended to generate data that will inform elected officials, planners, and stakeholders, and other interested parties as to:

- Where SJC regionally stands.
- How well the SJC region is doing.
- Where the SJC region is going.

PMIs are different ways to regionally measure the interactions between transportation, land use, and the environment within the context of the SJC Regional Blueprint Vision Guiding Principles.

Of the entire set of thirty-nine (39) PMIs, the Blueprint standing committees isolated a few PMIs to focus on under each Blueprint Guiding Principle.

The PMIs beginning on the following page are used as a starting point to begin to assess the region’s incremental progress towards realizing the Blueprint Vision over time. These are not fixed and could be altered, for example, due to better access to data and better tools with which to assess the complex relationship of transportation, new development, and the environment.

The following PMIs include additional detail in order to better understand the relationship of the PMI to the overall intent of the SJC Regional Blueprint Vision:
Goal (1): Recognize and allow for increases in development densities over time that allow for changes consistent with community and marketplace realities.

PMI: *Average dwelling units per acre.

There are many complexities associated with compact development depending on local regulations (e.g., density caps, height limits, fees, rigid housing setbacks). Nevertheless, compact development strategies can reduce the amount of undeveloped land developed for new housing. In turn, this can allow for more land to be available for agriculture, habitat, and public-use purposes, such as parks.

More compact cities and communities could support shorter travel distances, making journeys by walking, biking, and through public transport more appealing. This could reduce costs associated with commuting in terms of out of pocket costs and/or productivity losses. A greater nexus between mixed-use development and residential/transit connectivity can support more investment in infill areas within the urban cores and reduce the impact of greenfield development.

Compact development can be less expensive to construct per dwelling unit and can allow for cheaper provision of services (public transit, water, energy, emergency services) per capita or per household.

One Size Does Not Fit All ~ To the greatest extent, large urban areas, and to a lesser extent, medium sized urban areas have the best ability to employ greater density housing strategies as compared to non-urbanized areas.

*See technical information in Attachment D for dwelling unit density calculation.
**Goal (2):** Support innovative strategies that target growth in existing urban areas, with an emphasis on efficient design, land conservation (including working agriculture and open space), infill, and redevelopment.

**PMI:** Use of infill opportunities to support new development.

Infill development involves building and developing in vacant areas in city centers or urban settings. This often promotes the redevelopment of city centers and leaves rural areas and open spaces less developed. Infill development fills gaps in existing communities and plays a critical role in achieving community revitalization, resource and land conservation, and provides an alternative to “sprawl” and/or greenfield development.

By absorbing growth in existing communities, infill can:

- Reduce growth pressure on urban fringe and rural areas.
- Provide for efficient use of land, infrastructure, and services, and potentially conserve financial resources by taking advantage of existing infrastructure.
- Improve quality of life in older communities.
- Enhance the character, viability, and function of existing communities.
- Contribute to unmet commercial, economic, social, housing, or civic needs in an existing community.

- Increase walkability by contributing to safe and attractive pedestrian environments and lessening auto-dependence due to likely transit proximity.
- Create new opportunities for mixed-use neighborhoods that recapture a city’s or community’s “sense of place.”

Under the right conditions, taking advantage of infill and redevelopment opportunities can produce valuable outcomes. However, in pursuit of these opportunities, developers can be faced with a number of significant obstacles:

- Neighborhoods may resist the increased densities often associated with infill.
- Vacant sites may have special environmental constraints that have prevented or reduced their attractiveness for development (e.g., poor soils, poor drainage, odd shape, or contamination issues from prior uses).
- Even though use of existing infrastructure can be an advantage, in some cases existing infrastructure may be old or inadequate and require replacement or modernization.
- Regulatory burdens may be higher.
- Localized traffic congestion may increase even though infill development tends to reduce auto-dependence and regional traffic/congestion impacts.

One of the elements within the implementation phase of the Blueprint Vision seeks to identify the physical, environmental, social, regulatory, and economic challenges such as these that may hinder development of infill opportunities. Current tasks associated with the fourth year Blueprint grant that may lessen these obstacles include:

**Within the urban cores, 3,767 vacant sites equaling 1,346 acres has been identified in SJ C as potential infill.**

Source: UC Berkeley
• Development of a scope of work for studies to: a) determine the impact of various development densities on the fiscal health of cities and counties, including a fiscal analysis tool; and, b) determine the market demand for higher density residential housing. The work scope is being developed with input from American Farmland Trust and the Valley Building Industry Association chapters.

• Identify institutional barriers, such as lending practices, which may inhibit Smart Growth initiatives from being fully realized. Investigate policies, regulations and laws that may hamper or impede these initiatives.

SJ COG is committed to sharing these studies and identified solutions with our partner agencies and private sector stakeholders. Additionally, SJ COG will continue to provide support for grant funding that will enhance the planning activities of local agency partners in removing institutional barriers under their control.
Goal (1): To provide the housing market with greater flexibility in meeting the market demand for a variety of housing choices.

Residential dwelling units are categorized under single-family and multi-family. Single family units are those that include detached, semi-detached, row house and townhouse units. Row houses and townhouses are included when an unbroken ground-to-roof party or firewall separates each unit from the adjacent unit. Condominiums are included in single-family when they are of zero-lot-line or zero-property-line construction. These units are separated by an air space; or, when an unbroken ground-to-roof party or firewall separates the units.

Multi-Family housing includes duplexes, 3-4 unit structures, apartment-type structures with 5 units or more, and condominium units in a structure of more than one living unit that do not meet the single-family housing definition.

PMI: Percentage of single-family to multi-family new housing

The comparison of single to multi-family housing is a general measure to gauge shifts in development trends. Expansion of choice will be better understood by analyzing the housing types under each category that are other than single-family units on a traditional medium sized lot.

Note: The Baseline Vision includes new housing construction patterns from 1990 to 2007. During this time, the majority of the new housing units built were fully detached traditional single-family homes. Of the year 2008 total housing stock of 212,504 units, 78% are detached single-family, 5% are attached single-family, 19% are multi-family, and 5% are mobile homes. (Source: DOF)
Goal (2): To improve the ability of individuals/families to access and afford quality housing.

PMI: Percentage of home owner/renter’s income used to support housing. (e.g., mortgage, rent, insurance, utilities, taxes)

Families who pay more than 30 percent of their income for housing are considered cost burdened and may have difficulty affording necessities such as food, clothing, transportation and medical care.

Affordable housing is a term used to describe dwelling units whose total housing costs are deemed affordable to people and families within specified income ranges. Often applied to rental housing that is within the financial means of those in lower income ranges of a geographical area, the concept is applicable to both renters and purchasers within all income ranges.

Higher compact housing does not automatically equate to affordable housing. However, more dwelling units built per acre can lower land costs per dwelling unit. For example, more compact residential development requires less extensive infrastructure networks. Developers are usually required to pay for sufficient infrastructure capacity to serve their projects. When communities take advantage of economies of scale in providing infrastructure, extension costs can be reduced.

Compact housing can also help provide economies of scale in provision of infrastructure, such as trunk lines and treatment plants. Cost savings can be passed on to residents, and the smaller debt load can help ensure a community’s fiscal stability. If feasible, more affordable housing can be stimulated through local government incentives (e.g., density bonuses, lower developer fees based on specific criteria).

Another obvious factor that can assist in closing the affordable housing gap involves economic development that would increase higher wage earning opportunities.

As a vision, any movement toward reducing the percentage of households considered “housing cost burdened” is valued.

43.9% of San Joaquin County home owners and 52.6 % of renters dedicate over 30% of their income for housing.

2007 American Community Survey

Typical Jobs held by Individuals who qualify for Affordable Housing (Low Income) San Joaquin County ($21,850-$34,960)
Accounting Clerk, School Bus Driver, Dental Assistant, Legal Secretary
Source: California EDD & HCD.
Goal (1): Provide safe, efficient and aesthetically pleasing multi-modal transportation and mobility options/ connectivity for neighborhoods, communities, and between cities/regions.

PMI: Relationship of increased use in other transportation modes to decrease in SOV.

Of note with regard to this PMI is that, although the preferred vision makes progress toward the realization of the overall goals of this principle, the progress as measured against the existing program upon which the goal is based in this PMI falls somewhat short. There are two factors at work here that may be remedied through further work during the Blueprint implementation stage: better tools for both modeling of land-use and modeling of the transportation network (an important part of 4th year grant funding), and, changes in other market dynamics that may affect VMT outside of land use changes.

PMI: Strive to keep the increase in on-road Vehicle Miles Traveled (VMT) to an annual growth rate that is = to or < the increase in population*.

During the Blueprint’s visioning process, the desire for efficient travel mode options outside of the automobile was a recurring theme. This sparked discussions regarding the future of light rail, extension of the Bay Area Rapid Transit (BART) system, and the provision of high speed rail. It is difficult to predict exactly what the transit system will be like by the year 2050. No matter what alternative future modalities are realized outside of the SOV, it must support a greater amount of the traveling public’s needs as compared to current trends.

<table>
<thead>
<tr>
<th>SJ C Work Related Travel</th>
<th>1990</th>
<th>2000</th>
</tr>
</thead>
<tbody>
<tr>
<td>SOV:</td>
<td>75%</td>
<td>75%</td>
</tr>
<tr>
<td>Carpool:</td>
<td>16%</td>
<td>17%</td>
</tr>
<tr>
<td>Bus/Rail:</td>
<td>1.2%</td>
<td>1.4%</td>
</tr>
<tr>
<td>Bike/Walk:</td>
<td>3.8%</td>
<td>3%</td>
</tr>
<tr>
<td>Work @ Hm:</td>
<td>3.1%</td>
<td>2.9%</td>
</tr>
<tr>
<td>Other:</td>
<td>0.9%</td>
<td>0.7%</td>
</tr>
</tbody>
</table>

Source: 2000 U.S. Census Bureau

*PMI is based on Regional Congestion Management Plan (RCMP) ordinance as part of the Measure K Renewal Program.
Some significant efforts have been initiated that will change future mode split travel patterns such as:

1) California voters supported almost $10 billion in bonds to fund the first phase of an 800-mile high speed rail link between Northern and Southern California.
2) As part of the High Speed Rail legislation, higher speed passenger rail over the Altamont Pass has been secured as part of the equation.
3) A programmatic (Environmental Impact Report) examining the extension of BART to the City of Livermore.
4) Efforts to advance Bus Rapid Transit (BRT) in SJC have commenced.
5) The Measure K Smart Growth Incentives Program promotes land use that fosters alternative mobility options.
6) Northern San Joaquin Valley Regional Ramp Metering
7) HOV Master Plan in support of HOV lanes in San Joaquin County

Currently, the majority of trips congesting our roadways involve SOVs. One approach to reduce dependence on the automobile involves a greater investment in the public transit system. However, the investment to advance alternate modalities must be balanced to ensure that degradation of the regional roadway system is not exacerbated.

The Blueprint supports higher compact development and building design/orientation that supports mobility options outside of the SOV. When located within a reasonable distance from a transit hub, generally with a mix of residential, employment, and shopping opportunities designed for pedestrians, the likelihood of use significantly increases.

Other metrics to assess progress towards realizing this target may include:

- Transit usage due to proximity.
- Mixed-land use development.
- Pedestrian friendly development.

In the Economic Development section within this chapter, the key role the Stockton Metropolitan Airport will play from a job creation and goods movement perspective is discussed. With respect to mobility, efforts continue to increase the availability of passenger air service. As this travel option develops over time, the likelihood people will choose to use San Joaquin County-based services instead of traveling to other airports (e.g., Sacramento, Oakland, and San Francisco) will increase. This shift in travel patterns will also have a significant impact in reducing VMT on a regional and interregional basis.

As of 2007, 28,140 residents of SJC were traveling out of the region for employment which is a 47% increase from 2000. The mean travel time for SJC residents in 2007 was 30.9 minutes which is the highest in the State of California. The mean travel time for California is 27.3 minutes and for the nation, it is 25.3 minutes.

Source: 2007 American Community Survey

Note: Many of the PMIs associated with the other Blueprint Principles will be used to assess the factors leading to changes in multimodal use patterns.
Goal (2): Create residential and non-residential development that is strategically connected to the community/city core and essential destinations of regional significance.

PMI: Residents traveling outside the region for work compared to year 2000 levels.

According to DOF records, in 2006 SJ C had 219,717 dwelling units. State EDD records show that 221,660 SJ C residents were employed. That alone supports a regional jobs/housing balance ratio of 1:1. However, approximately 20% of employed SJ C residents commute over the Altamont Pass to jobs located in the Bay Area. This is compounded even further when taking into consideration those residents that commute to large employment centers such as the Sacramento area.

Achieving a perfect numerical jobs/housing balance does not necessarily result in residents living and working in the same city or county. Matching the creation of new jobs with the creation of new housing, rather than leaving it to other communities to house the workforces, and strategically locating new housing would better meet the jobs to household structure balance and minimize daily commutes in and out of the region.

In recognition of the dynamics between jobs and housing, from 2000 through 2006, the Inter-Regional Partnership between the...
Bay Area region and the counties of Stanislaus and San Joaquin attempted to generate incentives to increase housing in the "job rich" Bay Area and jobs in the "housing rich" valley counties. Unfortunately, this effort did not generate the needed incentives to foster greater economic development in San Joaquin County and housing in the Bay Area. Nevertheless, the relationship between San Joaquin County, the Bay Area and the I-580 Corridor ("The Altamont Pass") remains a critical issue.

The San Joaquin Partnership’s "Strategic Vision" provides for a region-wide strategy to encourage skilled, well-paying jobs that can sustain quality of life in all its diversity and strengthen the region’s resources and future prospects.

Efforts to recruit quality businesses with high-paying jobs can help stem the daily flow of people traveling out of the county for work. This strategy would make progress towards achieving a better jobs-interest balance.
**Goal (1):** To sustain agriculture in San Joaquin County as an economically viable & thriving industry, while also recognizing its unique contribution to the overall quality of life in the county.

**PMI:** Acres of prime & statewide farmland used to support new development.

In 1989, the American Agronomy Society adopted the following definition for sustainable agriculture: "A sustainable agriculture is one that, over the long term, enhances environmental quality and the resource base on which agriculture depends; provides for basic human food and fiber needs; is economically viable; and enhances the quality of life for farmers and society as a whole."

It is undeniable that agriculture is a major economic driver in San Joaquin County, given that the value of its agricultural production ranks it seventh of all counties in California (2007). Direct on-farm jobs account for approximately 5% to 10% of the total number of jobs in the county, while food and beverage manufacturing account for another nearly 3% (as of February 2009).

Between 1990 and 2006, the net reduction in agricultural acreage (all categories) was approximately 1,130 acres annually, while urban and built-up land increased by 1,504 acres per year over the same time period. The UPlan modeling exercise provided a comparison of farmland impacts under different residential density scenarios. The difference in impacts is noted in the graph at left for Prime farmland and farmland of Statewide Importance.

Agricultural land mitigation programs exist to varying degrees in San Joaquin County, City of Stockton, City of Lodi, City of Tracy, and the City of...
Manteca. Strategies for these programs range from the outright purchase of easements to the collection of conversion fees which are directed to existing farmland trust organizations. These local and regional programs, as well as the programs of various non-profits working to conserve working agricultural landscapes are recognized as an important implementation tool for this goal.

Although technically a Habitat Conservation Plan, the San Joaquin Multi-Species Habitat Conservation and Open Space Plan (SJ MSCP) requires the purchase of easements to mitigate for the anticipated conversion of 57,635 acres of row and field crop lands to urban use (on a 1:1 basis) through the horizon year of the plan, 2051. The plan recognizes these working agricultural landscapes as habitat for a range of covered species. While these easements, acquired from willing landowners, restrict trees and vineyards, the easements protect row and field crop uses from conversion to urban uses in perpetuity.

General strategies to support minimization of agricultural land conversion exist within the General Plans of each and every jurisdiction within San Joaquin County. In addition, the importance of ancillary uses such as packing sheds, processing facilities, and retail oriented uses associated with specialty agricultural products is recognized. Zoning and general plan categories can also facilitate these compatible and necessary agricultural uses while limiting those uses that may be detrimental to the continuation of farming and food production.

The San Joaquin County Regional Blueprint Vision seeks to support the individual strategies noted here and provide the tools and framework to measure and/or track successes with regard to the various farm programs.
**PMI:** Total value of agriculture within San Joaquin County.

With this PMI, we address the second part of the agriculture equation, economic viability. The chart above shows an increasing value of total agricultural production within San Joaquin County over the years from 1934 to 2008. Besides increases in the total value of agricultural production, San Joaquin County has seen steady increases in value per acre as well, indicating that total value increases are not solely due to increases in acreage in production. Increases in value per acre may also be due to improvements in production per acre, increases in demand for particular crop types, or production changes in the types of crops being planted in each sub-category. Viability of agriculture in this context involves supporting maximum flexibility for growers to change production methods, improve availability of and transport to markets, support for right-to-farm initiatives, and support for restoration of farming incentive mechanisms, such as Williamson Act and Super Williamson Act contracts.

SJCOG will continue to work with local agricultural groups and agencies, including the Farm Bureau and the local Agricultural Commissioner’s office, to develop additional meaningful metrics for this important economic driver.

**Source:** San Joaquin County Agricultural Commissioner’s Office

**Note:** Expressed in millions of dollars
The Blueprint process is, at its core, the integration of planning issues concerning transportation, land-use, and the environment. While preservation of the environment can be found in several of the Blueprint principles, three have been identified for emphasis under the Preservation of the Environment principle:

- Air Quality,
- Water Resources, and
- Resource Lands

Elements of these subject areas can be found with regard to Sustainable Planning & Growth, Transportation & Mobility, and Farming & Agriculture.

Under the principle of Preservation of the Environment, the Water Resource element concentrates on the nexus between lot-size/density and its effect on urban water use, with a secondary emphasis on conservation. Due to the relative importance of agriculture in San Joaquin County, water is also addressed in the context of agricultural water use efficiencies.

Air Quality specifically addresses CO2 as it relates to the transportation sector; however, reductions with regard to building technology is noted below. This principle additionally addresses air quality and its relationship to health outcomes through a performance measure on rates of asthma.

Of critical importance to both air quality and water (and by extension, energy) are current trends toward “green building” codes and/or certifications. An example of this on the residential side is the “GreenPoint Rated” program from Build It Green. On the commercial side, the Leadership in Energy and Environmental Design (LEED) certification is conferred by the U.S. Green Building Council. Jurisdictions within San Joaquin County are beginning to incorporate elements of this certification into General Plans, building codes, and development agreements.
Air Quality

**Goal (1):** To decrease the amount of carbon dioxide and small particulate matter emission from on-road vehicles.

**PMI:** Reduce CO$_2$ attributable to On-road mobile sources (tons per day)

SB 375, by Senator Darrell Steinberg, builds on the existing regional transportation planning process (which is overseen by local officials with land use responsibilities) to connect the reduction of greenhouse gas (GhG) emissions from cars and light trucks to land use and transportation policy. In 2006, the Legislature passed AB 32—The Global Warming Solutions Act of 2006, which requires the State of California to reduce GhG emissions to 1990 levels no later than 2020. Passenger vehicles account for 31 percent of the state’s total emissions. In 1990 greenhouse gas emissions from automobiles and light trucks were 108 million metric tons, but by 2004 these emissions had increased to 135 million metric tons. SB 375 asserts that:

"Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32." A more robust discussion of these pieces of legislation is included in Chapter 5.

The Blueprint process provides a conceptual view of the magnitude of CO$_2$ reductions that may be possible through reductions in the overall growth of the urbanized area. Modeling indicates that the smaller urbanized area between the Baseline and Preferred scenarios leads to slower growth of vehicle miles traveled. Subsequently there is slower growth in the amount of CO$_2$ (tons) emitted per day overall from on-road mobile sources. It will be incumbent on local and regional planning partners to develop modeling tools and policy strategies to more accurately define the reductions possible attributable to the linking of land use and transportation planning processes through the lens of SB 375.

From a quality of life perspective, poor air can be detrimental in a number of ways. One particular area of concern is the relationship of poor air quality triggering asthma in children and adults that have a predisposition for this condition.

As indicated in the 2004-2005 *Kirsch Foundation* report, 1 in 3 San Joaquin Valley families has a member with a respiratory...
ailment and 1 in 6 children and 1 in 8 adults suffer from asthma. It was reported that more than 1,200 premature deaths each year in the San Joaquin Valley were due to particulate matter pollution. For SJC, according to data from the American Lung Association’s year 2003 to 2008 reports, the average annual increase of reported pediatric asthma is 4.11%. For reported adult asthma, it is 9.95%.

It is reasonable to conclude that better air quality can play a significant role in reducing the incidence of pediatric/ adult asthma. This public health issue will be monitored as part of the San Joaquin County Regional Blueprint.
Water Resources

The region’s highly regulated and complex water resources system consists of natural and man-made features that, properly managed, can continue to enable growing communities, productive farms, industry, and ecosystems to co-exist. Current issues with regard to water in San Joaquin County include over-draft of the ground water system and lack of a long-term, sustainable strategy for the Sacramento-San Joaquin Delta that addresses the economic and environmental concerns of the Delta region. The status of the current water system is obviously strained.

The San Joaquin Regional Blueprint Vision relies on a long-term, comprehensive, sustainable water strategy to support the identified principles and goals. Without such a strategy, the Blueprint’s intent will likely not be realized. While supply, delivery, and storage infrastructure solutions are being considered at the State level, the form that they may take has been controversial. However, smaller scale, locally-important regional infrastructure solutions are moving forward. It is also becoming increasingly important that a long-term strategy for water in San Joaquin County and the larger San Joaquin Valley includes conservation, regional self-sufficiency, and other non-infrastructure solutions.

California has begun to address the need for comprehensive water reform at the local, regional, and state level. At the state level, there are many past and current efforts, such as Delta Vision, that strove to increase understanding of the State’s sometimes competing interests and needs, and to assist in the development of strategies to secure the future water needs of California. Other examples of State efforts with regard to water planning include the Department of Water Resources’ (DWR) Water Plan for the Sacramento-San Joaquin Delta Region, and DWR’s Central Valley Flood Management Planning Program. Research being conducted by various other government agencies, non-profits, and interest groups has also informed the discussion, including the water conservation research of the Pacific Institute.

Perhaps more important to the San Joaquin County Regional Vision are local/regional planning efforts, including the San Joaquin County Water Management Plan (2001) and the Eastern San Joaquin Integrated Regional Water Management Plan (2007). Additionally, the Water Quality, Supply and Reliability Working Group for the Partnership for the San Joaquin Valley adopted by resolution a set of regional strategic action proposals related to water planning in the San Joaquin Valley. San Joaquin County representatives were instrumental in this working group. These action proposals, in broad terms, include levee enhancements; regional self-sufficiency (including augmented surface-storage, groundwater banking, and recycled water projects); inland saline-water management; sustained environmental restoration/conservation; protection of water rights; and enhancement of agricultural/urban water use and energy efficiency strategies. Other local organizations and non-profits working on various aspects of the Sacramento-San Joaquin Delta, can also provide important insight into locally
important concerns and potential water strategies.

The work, research, tools, and policy development emerging from these various groups are important references for a Blueprint vision which relies on a San Joaquin County water strategy within which productive agriculture, human uses, and habitat protection is successfully interwoven.

While this discussion provides a wider context for the Blueprint water discussion, the San Joaquin County Regional Blueprint Vision focuses on the relationship between residential water use, land-use patterns, and overall planning and design of residential structures/communities. Due to the large relative importance of agricultural water use in the San Joaquin County region, a potential PMI for agricultural water use efficiencies is also included.

As a final note: an important component of the water discussion concerns data availability. It is conceded in nearly all reports and studies reviewed that there is a lack of concrete data on water, both from a supply and use perspective, which hampers development of policy and technological solutions to the water problem. As with the other goals and performance measures within the San Joaquin County Blueprint Vision, the goals and performance measures for water may be altered moving forward as data availability and technical tools change over time.
Goal (1): To promote strategies that decrease per capita and/or per household residential water use.

PMI: Reduce Residential Water Use in the SJ C Region.

The infrastructure of compact, walkable development costs less to build and maintain than the sprawl pattern of extending infrastructure to undeveloped areas. The cost of water service infrastructure is important to local government since they bear the bulk of these costs. Studies show water and sewer costs are about 40% higher in spread-out development than in compact development.

Source: League of California Cities, Livable Communities and Water Management Plan

The 1999 American Water Works Association (AWWA) Residential End Uses of Water study indicated that over half of residential water is used for irrigation. In fact, a study from Western Resource Advocates (2003), indicates that outside water use as a percentage of total residential water use ranges from 57.5% to 72.3% across five western cities studied. However, we note that there is wide variability in outdoor water use estimates due to a lack of specific data.

Knowing this, implementation of the Blueprint Vision could make a difference in more efficient water usage. For example, more compact development would reduce water demand for landscaping if future neighborhood design is on smaller lots. Other benefits include: 1) Shorter water transmission systems which are more efficient to operate and are less prone to leak; and, 2) water delivery systems which are more efficient by directing new development to areas served by existing underutilized infrastructure.

Of note are the numerous programs at the local level that seek to address reductions in residential water use. All jurisdictions address water use, some directly and some indirectly. Direct programs include rebates offered by many jurisdictions for water saving appliances; City of Stockton and Lodi website tips for indoor/outdoor water savings; City of Ripon water-efficient landscape standards, including the use of non-potable water (purple pipe) for landscape irrigation; and City of Tracy Residential Water Survey program. Thus, decreases in residential water use may be attributable to local actions to promote conservation of water from both a behavioral and a technology/infrastructure standpoint.

Baseline Vision Preferred

Expressed in 1,000 Ac/Ft per Year

149

Preferred Vision

142

Source: UPlan Model Scenarios 2050, City of Redwood City 2005 Urban Water Management Plan
In 2005, the Association of California Water Agencies (ACWA) released NO TIME TO WASTE: A Blueprint for California Water. One of the document’s regional strategies promotes support and funding for local efforts to recycle water and implement best management practices for urban and agricultural conservation. Promotion of funding sources for local efforts is critical for continued implementation of best practices in residential conservation efforts.

Regulatory actions such as AB 2572 (Kehoe, 2004) and the pending AB 975 (Fong) address the issue of water metering within California – steps that may encourage conservation through price structure changes and provide increased data on actual urban water usage in a uniform and comprehensive format. Note that AB 2572 requires urban water suppliers to install water meters by 2025 on all service connections constructed before 1992. AB 975 requires corporations that have 500 or more service connections to meter new connections by January 1, 2010, and to meter all unmetered connections by January 1, 2020 (bill is currently awaiting hearing in the Senate Appropriations committee).

Most cities within San Joaquin County have begun to prepare for implementation of water metering. Many jurisdictions are also preparing for increased regulation with regard to mandated urban conservation measures owing to Governor Schwarzenegger’s call for aggressive water conservation goals, including a 20 percent reduction in per capita water use statewide by 2020. It is anticipated that water efforts being monitored as part of Blueprint implementation will be in a state of flux for the foreseeable future.
**Goal (2):** To promote strategies that increase agricultural water use efficiencies.

**PMI:** Measurable increase in agricultural water use efficiencies through a variety of methods, including, but not limited to, reducing evapotranspiration, conversion of irrigation systems, efficiencies aimed at increased reuse of recoverable flows, and support for other supplier and on-farm technological improvements to reduce irrecoverable loss of applied water.

The previous PMI related to water deals with water savings that may result from changing the new residential land use mix to a somewhat higher density than that of recent trends. As noted, additional savings may result from conservation, reuse & reclamation, and improvements in technology. Although these techniques may be employed with regard to both urban and agricultural water use, agriculture efficiencies are extremely important in San Joaquin County and the wider San Joaquin Valley as the agricultural sector represents the largest single water-use category in the county and region. Within the larger San Joaquin River Region Water Basin, in which San Joaquin County is located, irrigated agriculture represents between 47% and 71% of total applied water depending on the year studied. Applied Water uses for 2003 are shown in the included pie chart.

The previous PMI related to water deals with water savings that may result from changing the new residential land use mix to a somewhat higher density than that of recent trends. As noted, additional savings may result from conservation, reuse & reclamation, and improvements in technology. Although these techniques may be employed with regard to both urban and agricultural water use, agriculture efficiencies are extremely important in San Joaquin County and the wider San Joaquin Valley as the agricultural sector represents the largest single water-use category in the county and region. Within the larger San Joaquin River Region Water Basin, in which San Joaquin County is located, irrigated agriculture represents between 47% and 71% of total applied water depending on the year studied. Applied Water uses for 2003 are shown in the included pie chart.

Two notes with the agricultural water PMI:

1) It is recognized that the large relative proportion of water use in the San Joaquin region attributable to applied agricultural water is relative to its agricultural economic base with $2.1 billion of gross value and a contributing multiplier of 4-5 to the local economy (as cited in the 2008 Crop Report from the San Joaquin County Agricultural Commissioner’s office); and

2) Innovation and adaptation by San Joaquin County farmers with regard to water use efficiencies is on-going. Future reports on the San Joaquin County Regional Blueprint Vision will highlight best practices examples and provide available data on agricultural water use efficiency measures.
Resource Lands

Goal: Support preservation of natural resource and open space lands

PMI: Acres preserved through a variety of sources, including the San Joaquin Multi-Species Open Space Conservation Plan (SJ MSCP).

<table>
<thead>
<tr>
<th>Total Acreage under Easement SJMSCP &amp; Other Entities (Approximate)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SJMSCP</td>
</tr>
<tr>
<td>Other</td>
</tr>
</tbody>
</table>

There are a variety of mechanisms and programs/entities involved in open space and habitat preservation. Some are governmental agencies; some are private and/or non-profit entities. Besides the SJ MSCP program administered by SJ COG, Inc., known fee-owned and/or easement holders in San Joaquin County include The Nature Conservancy, California Dept of Fish and Game, California State Park System, California Dept of Water Resources, California Wildlife Conservation Board, and Trust for Public Lands.

The acreage totals for the SJ MSCP include preserves held in grasslands (3,975 acres), natural lands (27 acres), vernal pools (6 acres), riparian land (24 acres), and actively farmed row & field crops (4,497 acres). Easement totals for other entities estimated are based on publicly available data. This metric will continue to be monitored and updated as additional data is secured.

The stated purpose of the SJ MSCP is to:

- Balance the need to conserve open space and the need to convert open space to non-open space uses while protecting the region’s agricultural economy.
- Preserve landowner property rights.
- Provide for the long-term management of plant, fish and wildlife species, especially those that are currently listed, or may be listed in the future, under the Federal Endangered Species Act or the California Endangered Species Act;
- Provide and maintain multiple-use open spaces which contribute to the quality of life of the residents of San Joaquin County; and
- Accommodate a growing population while minimizing costs to project proponents and society at large.
The SJ MSCP recognizes three distinct types of lands in its habitat mitigation and preserve strategy: multi-purpose lands (ruderal lands, vineyards, and orchards), agricultural lands (row and field crop), and natural lands. Through the horizon year of the plan, approximately 57,635 acres of agricultural habitat lands (1:1 of preserve land to take acreage), and approximately 42,606 acres of natural habitat lands (3:1 of preserve land to take acreage) are required.
**Economic Prosperity**

**Goal (1):** Strategically position San Joaquin County to compete with other regions throughout the State, the nation, and the global economy.

**PMI:** Median annual non-inflation adjusted household earnings ($1,000s).

Economic prosperity was viewed as one of the most critical components for the future well being during the Phase I and II Blueprint visioning workshops. As a metric, the SJ C Blueprint Vision uses median family earnings, unemployment rate, and the value of permitted non-residential construction to gauge the future economic prosperity. These metrics, along with many others, coincide with the region’s economic long-range Strategic Plan developed by the San Joaquin Partnership (SJ P).

The SJ P’s Strategic Plan (SP) for the region’s economic future is envisioned as fully realized in the preferred Blueprint Vision. The SP was a six-month effort involving extensive input from citizens, a 24-person steering committee, the SJ P, various City offices, and regional and state leaders. The full document can be found on the SJ P’s web site at [http://www.sjpnet.org/](http://www.sjpnet.org/).

For conceptual purposes, and as part of the Phase II exercise, realization of the SP was proportioned to each of the Blueprint Vision Choices. The outcomes associated with Choice IV, representing the greatest change from choice I (business as usual), assumed full realization of the SP. During Phases I & II, community and stakeholder feedback stressed that the preferred vision should assume the greatest extent of economic development. This expectation is assumed in the final Preferred Blueprint Vision.
PMI: Unemployment rate (annualized).

The SJP’s Strategic Plan promotes key elements that are captured in the Blueprint’s Guiding Principles such as: 1) more choices and job creation beyond the current market trends; 2) increased opportunities to have more people both living and working in SJ C; and, 3) support for the growth potential of target industries by providing a more prepared and educated workforce to meet the employment demands.

As compared to the SJ C Regional Blueprint Vision, the SP goes into much greater economic development detail. For example, The San Joaquin Partnership’s Strategic Plan indicates that current business has been skewed towards “industrial” and there is a need to broaden the view of economic development. Currently, the SJ P targets several traditional and emerging industries such as: 1) electronics/communication technology; 2) backroom office/IT; 3) food processing; 4) metals and metals fabrication; 5) construction materials; and, 4) transportation/logistics.

Also recognized within the Partnership report is the strong agricultural sector (value-added products and technology in particular). The value-added concept for agriculture has a strong tie to food processing and packing operations, and, ultimately, to the retail sector. A successful retail sector is important in many aspects, not the least of which are lifestyle considerations and the current tax structure in California where sales tax revenues have become a vital source for funding the necessary service delivery activities of local governments.

“With the need to move in some new directions for business development, sites and infrastructure must meet the needs of these business sectors”

Source: SJ P’s SP
In order to take advantage of local resources and emerging industry trends, technologies, and regional and national market demand, the future target industries represent a shift toward: 1) logistics/distribution (emphasis on automotive OEM & aftermarket); 2) medical equipment/supplies; 3) air transportation supplies, maintenance, and, service; 4) food processing; 5) agbiotech; and, 6) energy resources and technology. In addition to these target industries identified in the Partnership report, industries oriented toward maritime transportation will become increasingly important.

Key for the region is for the land use authorities to identify and prepare sites (e.g., infrastructure, entitlements, STAA terminal truck access) for economic development purposes. This sends a clear message that the region is united and proactively responding to those critical basic needs that need to be in place in order to stimulate private sector investment.

**RETAIL SALES**

A region can better compete in the economic development arena when the financial health of the incorporated /unincorporated areas is sustained. One of the most important revenue sources supporting a jurisdiction’s sustainability involves tax revenues from the sales of retail goods.

Local government financing is a major issue confronting all local governments, including those jurisdictions within SJC. Retail development, with its nexus to local revenue generation, is necessary for local governments to provide their citizens with quality services. Other revenue sources to assist in meeting these basic needs exist; however, sales tax revenue is the primary source.

In addition to revenue generation, there are other practical reasons for retail establishments. For example:

- Provides valuable services and goods for residents.
- The close proximity of goods and services to dwelling units helps reduce automobile travel by promoting walking and biking.
- Offers social and leisure opportunities and places for the community to gather.
- Are supportive and involved in actively meeting community needs.
- Provides a sense of community.

**PMI:** Total annualized regional taxable sales transactions (In Billions).

![Graph showing PMI data from 2004-2008 with a source note at the bottom: 2004-2007 Ca State EDD, Yr. 2008 prorated from Ca State Board of Equalization 1st - 3rd Quarters.]
The current California Sales and Use Tax Rate are as follows:

<table>
<thead>
<tr>
<th>Rate</th>
<th>Jurisdiction</th>
<th>Purpose</th>
<th>Authority</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.75%</td>
<td>State</td>
<td>Goes to State’s General Fund (Total General Fund is 6%)</td>
<td>Revenue and Taxation Code Sections 6051, 6201</td>
</tr>
<tr>
<td>0.25%</td>
<td>State</td>
<td>Goes to State’s General Fund (Total General Fund is 6%)</td>
<td>Revenue and Taxation Code Sections 6051.3, 6201.3 (Inoperative 1/1/01 – 12/31/01)</td>
</tr>
<tr>
<td>1.00%</td>
<td>State</td>
<td>Goes to State’s General Fund (Total General Fund is 6%)</td>
<td>Revenue and Taxation Code Sections 6051.7, 6201.7 (Operative 4/1/09)</td>
</tr>
<tr>
<td>0.50%</td>
<td>State</td>
<td>Goes to Local Public Safety Fund to support local criminal justice activities (1993)</td>
<td>Section 35, Article XIII, State Constitution</td>
</tr>
<tr>
<td>0.50%</td>
<td>State</td>
<td>Goes to Local Revenue Fund to support local health and social services programs (1991)</td>
<td>Revenue and Taxation Code Sections 6051.2, 6201.2</td>
</tr>
<tr>
<td>1.00%</td>
<td>Local</td>
<td>0.25% Goes to county transportation funds 0.75% Goes to city and county operations</td>
<td>Revenue and Taxation Code Section 7203.1 (Operative 7/1/04)</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>State/Local</strong></td>
<td><strong>Total Statewide Base Sales and Use Tax Rate</strong></td>
<td></td>
</tr>
</tbody>
</table>
Goods Movement

**Goal (1):** Identify and pursue opportunities to increase goods movement as an essential part of economic development.

**PMI:** Center line miles of STAA terminal access routes in the rural and urban areas.

Terminal access routes are portions of State or local roadways that have been designated as STAA by Caltrans or a local government. The purpose of these routes is to allow STAA rated trucks to (1) travel between National Network routes, (2) reach a truck’s operating facility, or (3) reach a facility where freight originates, terminates, or is handled in the transportation process. STAA rated trucks are the dominant type of truck used for the delivery of goods from on and off the highway system. These trucks are also essential components of the agricultural economic sector.

There is a lack of continuity in Surface Transportation Assistance Act (STAA) designated routes throughout the region’s transportation roadway network. Often out of necessity, STAA rated trucks violate the law by using non-designated routes to reach their destinations. The situation negatively impacts economic development efforts, adds additional costs and delays to the delivery of goods, damages roadways, and places the traveling public at risk.

Preliminary analysis of the regional and local STAA truck routes has revealed gaps in the system, intersection geometry problems, signal timing problems, clearance and sightline shortfalls, and other issues requiring attention.

The gaps within the current network have been compounded over the years primarily due to lack of incorporating proper access as part of development projects. From an economic development perspective, the lack of system continuity has had a negative impact on attracting new businesses. The existing network has not been fully identified, updated, and communicated to the users in a comprehensive manner.

As a potential metric, the STAA network for SJC can be established and monitored with respect to:

- Improving STAA access to existing businesses, including agricultural growers, packers, processors, and sellers.
- Ensuring that new non-residential development is supported with STAA access.

Efficient truck movement is critical to support the expansion of other vital goods movement modes within this strategy, including:

- Freight (short and long haul rail)
- Water (Port of Stockton)
- Air (Stockton Metropolitan Airport)
Examples of projects currently underway in San Joaquin County include:

- Various projects at the Port of Stockton:
  - Short Sea Shipping
  - Foreign Trade Zone Improvements
  - Improved Waterborne Cargo Capabilities
  - San Francisco Bay to Stockton Ship Channel Deepening
  - Extension of SR 4 into the Port, and
  - Navy Drive Bridge & Road Improvements

- Extension of the Arch/Sperry connector serving the Stockton Metropolitan Airport and surrounding industrial and commercial areas.

Support of these types of projects will benefit maritime, surface, and air goods movement. They will be an essential tool in moving the Blueprint Vision forward and would have positive ancillary effects with regard to congestion, air quality, efficiencies in the overall goods movement network, and a reduction in mixed-flow incidents (conflicts between cars and trucks on the roadway network). The San Joaquin Council of Governments will continue to support transportation projects for all transportation modes as part of an overall goods movement strategy in San Joaquin County.
REGIONALLY SIGNIFICANT ECONOMIC DEVELOPMENT POTENTIAL

SJC is geographically considered an interregional goods movement and logistics hinge point for California due to its relationship with the San Francisco Bay Area and the Greater Sacramento Area. Whether generated locally or outside of the region, a significant amount of truck and freight traffic moves through San Joaquin County, heads west over Interstate 580 (the “Altamont Pass”) to Bay Area related destinations such as the Port of Oakland. If not west, goods movement continues north through Sacramento and/or to the east over the Donner Pass / Interstate 80.

SJC’s economic potential is supported by the existence of a number of regional anchors, including the Port of Stockton and the Stockton Metropolitan Airport.

PORT OF STOCKTON

The Port of Stockton (Port) is located on the Stockton Deepwater Ship Channel, 75 nautical miles due east of the Golden Gate Bridge. Designated as a Special District, the Port owns and operates a major, diversified intermodal transportation center that encompasses more than 2000 acres of operating area and real estate. The Port has over 11,000 linear feet of waterside docking for vessel berthing and cargo operations. There are 40 miles of rail track which can be served by the Union Pacific Railroad (UP) or the Burlington Northern Santa Fe Railroad (BNSF).

The Port of Stockton will expand its Foreign Trade Zone # 231 in Stockton; approval from the U.S. Dept. of Commerce Foreign Trade Zones Board coincides with the completion of a 736,000 square-foot warehouse, the largest ever built on speculation in Northern California. Expansion will take place at the 474-acre Opus Logistics Center in East Stockton. It is the eighth site approved by the Dept. of Commerce for Stockton. This expansion is part of the port’s commitment to supporting economic development in the San Joaquin Valley. Its strategic location next to the Burlington Northern and Santa Fe railroads intermodal road promises to play an important role in promoting global trade and, in turn, creating family wage jobs.

Stockton's deepwater channel has a designed depth of 35 feet at mean low water based upon U.S. Army Corps data. Panamax-sized vessels with load capacity up to 45,000 ton dead weight class fully loaded and partially loaded 80,000 ton dead weight vessels can be accommodated. There is no width restriction of vessels, and ships up to 900 feet in length can navigate the Stockton Ship Channel.

The Port of Stockton will continue its role as a significant economic engine for the San Joaquin County region as well as the San Joaquin valley by adding new capabilities. Projects to improve capacity, cargo diversity, and truck access/egress from the Port continue for the future competitive health of the Port. These projects include:
Deep Water Channel Dredging

The San Francisco Bay to Stockton Ship Channel Deepening Project being proposed is expected to significantly reduce unit transportation costs to shippers in the immediate area, the Central Valley, the Nation, and beyond. A deeper ship channel would mean larger vessels and a possible reduction in vessel traffic. The economic benefits to the area and the Central Valley would include employment, growth, and increased income. Related benefits may include beneficial reuse of dredge materials for levee integrity and potential environmental restoration projects. Flood control evacuation may also be improved since the ship channel is the largest flood conveyance system in the San Joaquin River.

Maritime Highway Project

Establishing a "marine highway" to supplant trucks that now move shipping containers packed with farm commodities and other goods from the Central Valley over Interstate 205 to Oakland is an ultimate goal. Doing so is expected to eliminate 4,900 truck trips per week along Bay Area and Valley highways, reduce diesel pollution by 15 tons a year and significantly improve air quality for communities affected by heavy truck traffic. In addition, this will provide greater efficiency in the movement of cargo. The port applied for a TIGER grant through AARA federal funding stimulus in concert with the ports of Oakland and West Sacramento to develop short sea shipping barge operations between Stockton, Sacramento and Oakland. The application is being evaluated by U.S. Dept of Transportation. This grant money will allow for development of short sea shipping and be available for other infrastructure improvements, such as cranes, paving, rail and road infrastructure, and demolition of obsolete facilities.

State Route 4 Extension

This project extends State Route 4/Fresno Ave. westward (4 lanes) to the intersection of Charter Way and Daggett Road. The portion of SR 4 between the 1-5/SR 4 interchange and Navy Drive will be widened to 6 lanes. New westbound SR 4 on and off ramps will be constructed at Navy Drive. Charter Way would be realigned and utilized as a frontage road as it approaches Daggett Road.

The SR 4 extension project will direct truck traffic in and out of the Port of Stockton’s West Complex (Rough and Ready Island) to access Interstate 5 directly through SR 4. The proposed Cross-town Freeway Extension project will improve goods movement to and from the Port of Stockton, eliminate truck traffic through Boggs Tract Residential Area, and Improve air quality for the residents of Boggs Tract. The proposed Navy Dr. Bridge and Road Improvement projects will link traffic to the
new Cross-town Freeway off ramps on Navy Dr, improve access, replace an aging bridge, and shore up safe access to the Port of Stockton.

Additional completed projects include a new Inland Cold Storage facility and the Yara fertilizer facility.

The Port of Stockton represents an important engine for creating family wage jobs in the region. This section illustrates examples of accomplished and pending efforts to expand the attractiveness of the Port to the international marketplace. These initiatives are expected to continue to expand the diversity of San Joaquin County’s economic base during the Blueprint’s lifetime.

There are significant benefits resulting from improvement to maritime transportation these include:

- Removing trucks from highways and roads.
- Reduce Vehicle Miles Traveled (VMT) and traffic congestion.
- Reduce air pollution and correspondingly improving public health.
- Reduce Green House Gas emissions.
- Create more family wage jobs.
- Lessen the need to repair and maintain the transportation infrastructure.

San Joaquin COG will continue to support the Port’s efforts in improving maritime transport when allocating resources to improve and enhance transportation in the region.

The Stockton Metropolitan Airport serves commercial, corporate, and general aviation aircraft. It can accommodate large jet transports via a 10,680-foot primary instrument runway and a 4,458-foot general aviation runway.

Approximately 200 private aircraft are based at the facility. Allegiant Airlines offers flights to and from Las Vegas. Efforts continue to expand passenger and air cargo services.

However, the immediate focus is to capitalize on the Stockton Metropolitan Airport’s central location, with proximity to the San Francisco Bay Area, as one of Northern California’s best logistics hubs.

This vision is reinforced by:

- A strong roadway transportation infrastructure which provides access to and from the State Route 99 and Interstate 5 corridors.

**Note:** This includes the reconstruction of the Interstate 5 (I-5)/French Camp Road Interchange and the addition of auxiliary lanes between the French Camp and Downing Interchanges, Manthey Road, a local road, would realigned; and Sperry Road would be extended providing a through connection between I-5 and State Route (SR) 99 improving access to the Stockton Metropolitan Airport.
• Stockton Metropolitan Airport’s designation as an Enterprise and a Free Trade Zone.

Furthermore, as the San Francisco Bay Area becomes more congested and more land constrained, opportunities for investing in other strategic logistic hubs become more attractive and vital.

In March 2008, a Stockton Airport Redevelopment project began entitled Airpark 599. It involves a 550-acre parcel of land adjacent to and on the Stockton Airport’s property.

Airpark 599 will be completed in several phases over the next 15 to 20 years. At completion, it will offer a dynamic mix of uses for both public and private sectors. Thousands of new, permanent employment opportunities for the SJ C region are expected, as well as the generation of sizable revenue, by increasing the county’s tax base.

In summary, Airpark 599 will include:

• 550 acres with an expected total building area of over 5 million square feet.
• 1.6 million square feet of office space, including corporate headquarters space.
• 1.3 million square feet of airport-related space.
• 1.2 million square feet of manufacturing and warehouse space.
• 1 million square feet of light industrial/flex space
• Potential for a new private jet center
• New retail and restaurant space
• A half-million square feet of open space and parks.

The regionally significant economic outcomes resulting from both the Port of Stockton’s projects and the Stockton Airport’s Redevelopment Project (Airpark 599) should be reflected over time within performance measures of:

✓ Median annual household earnings.
✓ Average individual earnings.
✓ Unemployment rate.
✓ Value of new non-residential construction.

SJ COG staff will continue to work with our partner agencies and stakeholders to obtain baseline data to craft additional economic development performance measures. For example, mode split (truck, air, water) of regional tonnage of goods imported/exported from SJ C.
**Goal (1):** To have a better locally prepared and trained workforce.

**PMI:** Rate of high school enrollment to graduation level.

![Graph showing baseline and preferred visions for enrolled and graduated students.](image)

**PMI:** College going ~ Bachelor & advanced degree recipient rates towards State average.

![Graph comparing college going rates, bachelor recipients, and advanced degree recipients for San Joaquin County and California.](image)

One of the goals from the Blueprint Visioning process is to “Encourage and support the expansion of education and training opportunities and increase their accessibility to all residents to foster shared economic prosperity.” Basic to making progress towards providing a better prepared and trained workforce is graduation from high school. SJ C residents need a minimum of a high school education. Very few well paying jobs exist for people who do not graduate from high school. Lack of a high school diploma puts an individual at greater risk for poor health, lower lifetime earnings, unemployment, welfare, and incarceration.

Data from the California State Department of Education shows that in 2007, for every 100 SJ C students enrolled as high school seniors, 30 failed to graduate. The SJ C region also needs a workforce with marketable skills beyond high school. This includes college and professional post-secondary education, as well as career-path training both during and after high school. The focus of these training programs should be carefully targeted toward not only those areas identified as future growth industries for San Joaquin County, but also toward those business and government sectors that have been crucial...
to job creation in San Joaquin County historically.

Having a better prepared workforce supports efforts to recruit quality businesses and maintain the integrity of those already a part of the economic landscape. It can also help stem the daily flow of people traveling out of the county for work. It is imperative that local/regional education and skilled training institutions provide a curriculum that best meets the education/skills needed for the jobs-skills balance and jobs-education balance noted in the previous Transportation & Mobility PMI.
Goal (1): Support economic development endeavors that exploit existing cultural, social and historical identity in San Joaquin County, especially as related to the agricultural and wine industries.

PMI: Transient Occupancy Tax Receipts (non-inflation adjusted)

Although, containing similar intent to the principle of Economic Development, Cultural Richness & Unique Attractions targets industries and activities that have cultural significance and are unique to the SJ C region:

- Wine Industry.
- Delta Waterways.
- Sky Diving.
- Arts & Entertainment (e.g., Bob Hope Theater, Haggin Museum, Stockton Ports & Thunder, Events at UOP, Tracy Grand Theatre, and Hutchins Street Square in Lodi).
- Local Festivals Celebrating Agriculture (e.g., Stockton’s “Asparagus”, Lodi’s “Grape”, Tracy’s “Dry Bean”, Ripon’s “Almond Blossom”, Linden’s “Cherry”, Manteca’s “Pumpkin”).

Additional support for this goal is found in the San Joaquin Partnership’s Strategic Plan which recognizes and expands upon tourism as an economic driver for SJ C. Areas of focus include the wine industry, agri-tourism, the Delta waterways, as well as entertainment, cultural events, and authenticate venues.

Agriculture is a primary historical/cultural foundation for SJ C. From a sustainable growth perspective, a greater emphasis is placed on the wine industry due to its regional impact as an economic driver.

SJ C produces the greatest amount of wine grapes in the nation. Historically, many of the grapes grown were sold to wine producers outside of the region. This has changed dramatically over recent years. Currently, there are over 65 wineries throughout the SJ C region.

In 2008, $100 of travel spending generated $31.41 of earnings, $2.24 of local tax revenue, and $3.73 of state tax revenue. Source: California Travel Impacts by County, 1992-2007

Extensive growth in the industry has lead to a designated “Wine Trail” in the Lodi Appellation Area. From an agri-tourism perspective, more people now than ever...
Come from outside the region to visit and shop at SJC based wineries and engage in related activities. Sustainable growth in this industry has initiated other business (e.g., Bed and Breakfasts, specialized wine bars). Many of the region's restaurants and retail stores feature local wines. There is great interest in the agricultural community to expand this trend to other specialty agriculture and agri-tourism endeavors. Many of the current specialty agricultural businesses have grown from the many fruit & vegetable stands that are found throughout the county.

Besides the PMI noted at the beginning of the section, increases in hotel occupancy tax, the Dean Runyan and Associates Report referenced looks at the broader impact of travel related direct spending in the county. In this category, displayed in the chart to the right, San Joaquin County has generally exceeded the rate of inflation since 2002. The brightest spot to note is the increase spending on ground transportation and motor fuels. A chart displaying the percentage totals in the tracked categories of spending for 2007 is also presented to visually illustrate this.

**PMI: Total Direct Visitor Spending in San Joaquin County (non-inflation adjusted)**

<table>
<thead>
<tr>
<th>Calendar Year</th>
<th>Million $</th>
<th>Annual Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>1992</td>
<td>$312.60</td>
<td></td>
</tr>
<tr>
<td>1993</td>
<td>$313.50</td>
<td>0.30%</td>
</tr>
<tr>
<td>1994</td>
<td>$320.40</td>
<td>2.20%</td>
</tr>
<tr>
<td>1995</td>
<td>$325.40</td>
<td>1.50%</td>
</tr>
<tr>
<td>1996</td>
<td>$333.30</td>
<td>2.40%</td>
</tr>
<tr>
<td>1997</td>
<td>$352.60</td>
<td>5.80%</td>
</tr>
<tr>
<td>1998</td>
<td>$364.30</td>
<td>3.30%</td>
</tr>
<tr>
<td>1999</td>
<td>$394.20</td>
<td>8.20%</td>
</tr>
<tr>
<td>2000</td>
<td>$455.50</td>
<td>15.50%</td>
</tr>
<tr>
<td>2001</td>
<td>$454.10</td>
<td>-0.30%</td>
</tr>
<tr>
<td>2002</td>
<td>$453.40</td>
<td>-0.10%</td>
</tr>
<tr>
<td>2003</td>
<td>$482.90</td>
<td>6.50%</td>
</tr>
<tr>
<td>2004</td>
<td>$519.60</td>
<td>7.60%</td>
</tr>
<tr>
<td>2005</td>
<td>$563.60</td>
<td>8.50%</td>
</tr>
<tr>
<td>2006</td>
<td>$595.40</td>
<td>5.60%</td>
</tr>
<tr>
<td>2007</td>
<td>$618.30</td>
<td>3.90%</td>
</tr>
</tbody>
</table>
While measurement of success in this area relies on economic measures, its importance to San Joaquin County also lies in its contribution to overall quality of life for area residents. Its inclusion as one the guiding principles for the San Joaquin County Regional Blueprint Vision has its basis in a visioning process that asked “What do you like about San Joaquin County?” So, while measures may focus on economic development benefits that bring in outside visitors, evidence from our own process indicates that the principle is important to local residents for less quantifiable reasons as well.

Of interest, and of impact, to other principles and performance measures is the need of the San Joaquin Region to attract and retain a world-class work-force. Cultural richness and attractions can be vitally important in this regard as well. Included decisively within this category from the Phase I workshops were the concepts of “sense of place” and “sense of community.”

Within this line of thinking, a 2007 article from the Work Design Collaborative put forth a list of community characteristics that they believe would attract knowledge workers to any area. Included on this list were:

- Social and ethnic variety.
- Performing arts, historic preservation.
- Civic involvement.
- Social action programs.
- Recreational variety.
- Faith-based organizations
- Connectivity to the global economy & society.

Thus, success within this Blueprint Principle not only affects the economic development aspects of tourism, but the relative attractiveness of an area to both current residents and those prospective residents that may be needed to ensure future prosperity in San Joaquin County.
**Goal (2):** Support future growth and maintain and support both community specific and county-wide identity.

A qualitative approached will be used to articulate progress towards promoting community and countywide identity......past and present.

From a “Blueprint” perspective, efforts to support this goal can be found in the features of various transportation / land use projects. Project design can incorporate features to showcase, for example, the SJ C region’s agricultural history, species and habitat, pioneers/settlers, baseball (Casey at the Bat), and our diversity. A real example of this can be found on Interstate 5 near Martin Luther King Jr. (MLK) Boulevard. This sound wall has vibrant color patterns designed to honor the multi-ethnic heritage the San Joaquin County Region was built upon. Also recognizing the African American communities are the sculptures associated with the Measure K and City of Stockton sponsored MLK Boulevard Beautification project.

Preserving the past is another form of promoting and supporting community identity. As part of the Lower Sacramento Road project through the community of Woodbridge, art work is found on a bridge structure promoting the significance of the grape growing industry.

This project also supported a face lift of all the facades of the historic buildings in Old Town Woodbridge.
BLUEPRINT IN ACTION

Application of the SJC Blueprint Vision

This chapter focuses on strategies to facilitate implementation of the identified Blueprint principles and goals.

Implementation will occur in two ways: 1) through collaborative local and regional programs and planning processes; and, 2) through on-the-ground projects developed primarily in the private sector. Both require appropriate funding and incentives.

It is explicitly recognized throughout the San Joaquin County Regional Blueprint Vision that implementation strategies and application of the Blueprint will vary from jurisdiction to jurisdiction within the wider county region, particularly with regard to the performance measures related to land-use (density, compact development). It is anticipated, particularly in the early stages of implementation, that two scenarios may be likely:

- Projects with a high degree of consistency with Blueprint principles may be proposed for areas where available incentives make them economically infeasible.
- Projects with limited consistency with Blueprint principles may be appropriate in certain areas due to jurisdictional goals and/or incentives outside of Blueprint.

As previously indicated, the San Joaquin County Regional Blueprint Vision does not supersede the specific land-use decision making authority of SJCOG’s member agencies. Specific development projects are expected to occur within a larger regional framework in order to move the region as a whole toward realization of overall Blueprint goals and objectives over a 40+ year horizon.

There are many complex variables that are considered as local jurisdictions determine the merits of individual transportation and land use proposals. Although, consistency with the Blueprint principles is encouraged, this is a voluntary process and consistency is in no way required through the process. Further, it is recognized that the nature of individual proposals may not make them appropriate to be considered in the context of the Blueprint principles.

Successful application of the San Joaquin County Regional Blueprint will involve the continuing efforts of the professional planners group and a stakeholder committee of community leaders and subject area experts. As the framework to apply the Blueprint is implemented, the committees will focus on specific actions and monitoring strategies that will gauge progress towards meeting the overall regional Blueprint Vision.

Tools arising from the Blueprint must not only enable/encourage sustainable planning by local and regional governments, but also recognize that incentives must extend to the private sector where the land-use plans of the public sector become reality. Private sector incentives will be a critical key to accomplishing the principles and goals of the Blueprint.

As will be discussed further in this chapter, incentives attributable to SB375 implementation have emerged as one of
the primary private sector incentives to build projects meeting many of the Blueprint principles and goals. Projects determined by local agency land-use authorities to demonstrate consistency with the Sustainable Community Strategy (SCS) within an adopted Regional Transportation Plan (RTP) will qualify for certain CEQA streamlining incentives and, in limited instances (for projects meeting very specific criteria), qualify for CEQA exemptions. In light of these incentives, it will be incumbent upon MPOs to use the momentum established with the Blueprint process to develop the required SCS in a timely manner to encourage private sector development of sustainable community projects as another way of encouraging overall Blueprint implementation.

SJ COG will seek to implement the San Joaquin County Regional Blueprint Vision through these strategy areas:

- Advocate for and seek funding opportunities for the region
  - Actively support member jurisdictions seeking funding and grants that identify consistency with the Blueprint as a key consideration.
  - Actively seek funding opportunities which support implementation of blueprint strategies for the region and member jurisdictions.
  - Advocate for and highlight local programs in support of partner agencies.

- Develop planning tools and information
  - Utilize its updated “4-D” transportation model to assist in Blueprint implementation while continuing to improve modeling capabilities
  - Actively seek and disseminate planning tools and programs appropriate for local implementation.

- Identify implementation incentive opportunities through existing SJ COG plans & programs
  - Strategies supporting Blueprint implementation as a component of some transportation funding decisions such as the SMARTGrowth Incentive Program

- Support the work of partner agencies/organizations which play a leading role in key Blueprint principles
  - Sustaining Agriculture as a thriving industry
  - Strategically positioning San Joaquin County to compete in Economic Development
  - Education and Workforce Development
  - Preservation of the Environment

- Actively contribute to and draw from the San Joaquin Valley Regional Blueprint effort through identified 4th year grant activities as further discussed in Chapter 5, the Valleywide Summary. In general, these tasks include:
  - Identifying and extinguishing barriers, physical, procedural, and political, that inhibit realization of identified principles.
  - Continuing with educational outreach and seeking educational opportunities for professional planning staff.
Improving the land use and traffic models as tools for planning and evaluation in Blueprint and further use in SB375 implementation.

Establishing a “tool kit” of strategies that can be used at the local level.

Assessing dynamics regarding the fiscalization of land use.

Assessing market demand for greater variety of housing unit configurations and higher density.

Improving the strategic jobs to housing balance.

Putting the Blueprint into action needs to be performed in a way that it will empower:

- SJCOG Board in their transportation decision-making process.
- Elected officials from each one of SJCOG’s Partner Agencies in their land use decision-making processes.
- Planning staff regarding the relationship between land use, transportation, and the environment.
- All stakeholders as to how well the region is moving forward in meeting the Blueprint Principles.

Application of the Regional Blueprint Vision is expected to evolve over time to include, but not limited to, the following:

- Upon request, continue to educate partner and key stakeholder agencies about the SJ C 2050 Blueprint Vision & implementation strategies/outcomes.
- Identify and make recommendations to local, regional, state, and federal agencies that have policies that are viewed as a barrier to making progress towards realizing the Vision.
- Empower SJ COG Partner Agencies to effectively use the SJ C Blueprint to leverage additional local, state, and federal funds for projects.
- Generate a Regional Blueprint Report at least as often as the regular RTP update to gauge regional progress towards meeting the Blueprint’s Vision.
- Develop a “maintenance of effort” strategy for on-going evaluation and monitoring of progress toward realization of the Blueprint principles and goals in the San Joaquin County region.
- Develop additional regional incentives and seek to minimize disincentives.
- Work with key stakeholders and partner agencies on SB 375 implementation.

**SJ C Blueprint Application through Existing SJ COG Programs**

As noted briefly in Chapter 2, under the section entitled “Establishing the Baseline Vision & Three Alternative Visions,” there are several programs under the auspices of SJ COG. The programs that were considered in connection with the establishment of the Blueprint Guiding Principles and associated Goals and Performance Measures and Indicators are:

- San Joaquin County Habitat Conservation Plan.
- San Joaquin Congestion Management Plan.
There are several other existing programs under the SJ COG umbrella that will play a significant role in meeting the Blueprint’s Vision. These programs are summarized on the following page:
Smart Growth Incentive Program

Unique to the 2006 voter approved Measure K program are funds used for transportation infrastructure improvements and planning grants that will assist local agencies in better integrating transportation and land use, such as street calming, walkable community projects, transit amenities and alternative modes of transportation. Funds can be used to enhance infill development, neighborhood revitalization and downtown improvements.

Congestion Management Program

Purpose is to monitor roadway congestion and assess the overall performance of the region’s transportation system. Based upon this assessment, the CMP contains specific strategies and improvements to reduce traffic congestion and improve the performance of a multi-modal transportation system.

Airport Land Use Compatibility Plan

Protects and promotes the safety and welfare of residents and airport users near the public use airports in the County, while promoting the continued operation of those airports. The plan seeks to protect the public from the adverse effects of airport noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.

Intelligent Transportation Systems (ITS) Strategic Deployment Program

ITS is defined as the application of technology to make smarter use of our transportation infrastructure. The region’s ITS deployments focus on providing enhanced management and information capabilities for transportation managers and the traveling public. Overall, ITS represents a viable and effective option in the “toolbox” of transportation demand management solutions to transportation problems in the SJC Region.

Habitat Conservation Program

Balances the need to conserve Open Space and the need to Convert Open Space to non-Open Space uses while protecting the region’s agricultural economy; preserving landowner property rights; providing for the long-term management of plant, fish and wildlife species, especially those that are currently listed, or may be listed in the future; under the Federal Endangered Species Act or the California Endangered Species Act; providing and maintaining multiple-use Open Spaces which contribute to the quality of life of the residents of San Joaquin County; and accommodating a growing population while minimizing costs to Project Proponents and society at large.

Commute Connection

Promotes alternative modes of transportation in an effort to reduce traffic congestion and improve air quality. Commute Connection is a free one-stop transportation information and referral service that provides information on: carpooling, vanpooling, transit and rail, bicycling, walking, and park and ride lots throughout San Joaquin County.
Senate Bill 375

On September 30, 2008, nearly three years into the San Joaquin Valley Blueprint planning process, Governor Schwarzenegger signed Senate Bill No. 375 ("SB 375"), sponsored by Senator Steinberg, into law. This action significantly changes the role regional transportation planning agencies such as SJ COG, will assume in an effort to reduce and control greenhouse gas ("GHG") emissions through more explicit linkage of the land-use and transportation planning processes.

SB 375 further clarifies the GHG reductions expected from cars and light trucks specifically attributable to land-use and regional transportation-oriented changes as a component of the overall GHG reduction goals stipulated in AB 32. The statewide goal of AB 32 is to reduce the year 2004 GHG emissions (135 million metric tons) back to the levels experienced in 1990 (108 million metric tons) by the year 2020.

SB 375 was supported by diverse interests such as the California Building Industry Association, League of California Cities, environmental groups, and affordable housing advocates. The legislation recognizes that the single largest source (38%) of GHG in California is emissions from passenger vehicles. To meet the emission targets, land use and transportation, and its relationship to the environment, must be better coordinated. The results of this coordination are expected to reduce VMT. VMT is recognized as one of the primary variables to target that would directly result in reducing overall GHG emissions.

The primary planning strategies in SB 375 involve:

- Developing a Sustainable Community Strategy (SCS) to identify development patterns and supporting transportation networks that could reduce GHG emissions.

- Incorporate the adopted SCS into the Regional Transportation Planning (RTP) process to achieve certain reductions of GHG and assist in determining transportation project delivery priorities. An Alternative Planning Strategy (APS) will need to be developed if the California Air Resources Board (CARB) deems that the SCS is unable to meet the as yet undeveloped GHG targets.

- The APS would identify impediments to meeting the CARB targets and suggest additional goals, policies or improvements that would allow achievement of needed GHG reductions.

- Coordinate the Regional Housing Needs Allocation (RHNA) planning process with the RTP for use in developing/maintaining the SCS and RTP priorities.

Besides the implications for agencies such as SJ COG, provisions of SB375 and AB32 have begun to be incorporated into other updated planning guidelines. For example, the legislatively enabled Strategic Growth Council (SB732) has incorporated specific references to SB375 and AB32 implementation into draft planning grant guidelines for Proposition 84 funding. Funding such as this will support local planning activities that support Blueprint and SB375 jointly such as local Climate Action Plans and infill strategies.
Additionally, updates to the 2003 General Plan Guidelines as issued by the State of California are expected to “reflect legislative requirements enacted since 2003, new guidance on addressing climate change and other change…”

At this time, the extent of the actual substantive changes SB 375 will trigger is difficult to quantify. However, the implications are potentially far reaching. SB 375 cannot be ignored and early involvement is imperative to carefully consider its provisions and how they will affect the relationship SJ COG will have with its partner agencies and other key stakeholders.

2050 Blueprint Vision & SB 375

When efforts commenced to establish a SJ V/SJC Blueprint, AB 32 (2006) and SB 375 (2008) were not part of the California legislative landscape. Now that these pieces of legislation are a reality, a better understanding of the relationship between the efforts is a logical step.

SB 375’s Sustainable Community Strategy is intended to shape the land use component of future Regional Transportation Plans (RTPs).

At minimum, the SCS must:

- Identify the general location of uses, residential densities, and building intensities within the region.
- Identify areas within the region sufficient to house all the population of the region over the life of the RTP.
- Identify a transportation network to serve the transportation needs of the region.
- Include a discussion of how the development pattern and transportation network can work together to reduce greenhouse gas emissions.
- Set forth a forecast development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, will reduce the GHG emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the reduction targets set by the CARB.

The Blueprint’s visionary framework and principles provide the conceptual orientation and potential tools towards establishing an SCS. As compared to the Blueprint, the SCS involves a more intense land use analysis at the community level. Similarities between the Blueprint and the SCS efforts include:

1. Adhering to the land use strategies is strictly voluntary by individual jurisdictions.
2. Not adhering to the strategies will not lead to punitive consequences.
3. Both are incentive based to encourage participation by all jurisdictions.
The following are some key differences between the Blueprint and the SB 375:

**The Blueprint is illustrative and conceptual in nature, overarching, and aligned with long-term goals and objectives.** The SCS will be fully integrated into future RTPs and will have specific GHG reduction targets to strive to achieve. The SCS must be internally consistent with other aspects of the RTP, including financial constraints.

**The Blueprint Vision’s horizon year is 2050.** The SCS’s horizon year would be consistent with the current RTP’s horizon year (for example, the currently adopted 2007 RTP has a horizon year of 2030), with critical air quality conformity assessments between the baseline and horizon year.

**The Blueprint’s modeling tools demonstrate the relationship between the different land use types and densities to the transportation roadway network and the potential for use of mobility alternatives outside of the SOV to achieve a reduction in VMT and GHG emissions.** The SCS will be developed based on a land use / transportation modeling analysis at the regional and jurisdictional levels to demonstrate, in general, the strategic physical locations of new housing to the transportation system in order to reduce VMT and GHG emissions.

**The Blueprint Vision is not a mandated part of the RTP.** The SCS is mandated as part of future RTP updates.

**The San Joaquin County Regional Blueprint Vision allows for SJ COG’s partner agencies and stakeholders to apply for and compete for public funds that would allow projects to better meet the intent of the Blueprint.** The SCS provides qualifying projects CEQA relief. This benefit is anticipated to be a significant incentive that developers can use to help streamline project delivery and simplify the project environmental approval process.
Valleywide Summary

Local Tools For Action and the Valleywide Blueprint Effort

The relationship between the SJ C Region’s Preferred Scenario and the Valleywide Blueprint Vision is synergistic. The local San Joaquin County Regional Blueprint Vision can aid and support the implementation of the Valleywide Blueprint Vision by providing county-specific goals, objectives, locally significant performance measures, and long-range “aspirational” targets.

As noted in Chapter 5, in February of 2009, the Valleywide Blueprint effort was awarding a fourth-year grant from the California Department of Transportation (the third such grant award, the first grant cycle covered two years). In previous grant years, the Valleywide effort was focused at the local level, with each county up and down the San Joaquin Valley responsible to complete the visioning, outreach, modeling, and scenario building tasks that would eventually comprise the Valleywide Blueprint Vision. The timeline for that work in San Joaquin County was as follows:

<table>
<thead>
<tr>
<th>Date</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dec 2006 - Jan 2007</td>
<td>Kick-off meetings: Blueprint Regional Advisory Committee (BRAC), Planners’ Roundtable, Blueprint Leadership Group (BLG)</td>
</tr>
<tr>
<td>March - May 2007</td>
<td>Phase I Community Workshops</td>
</tr>
<tr>
<td>December 2007</td>
<td>Conceptual approval by SJ COG policy board of Vision &amp; Values, Goals &amp; Objectives, Performance Measures &amp; Indicators</td>
</tr>
<tr>
<td>Jan – April 2008</td>
<td>Development of alternative growth scenarios</td>
</tr>
<tr>
<td>May – August 2008</td>
<td>Phase II Community Workshops</td>
</tr>
<tr>
<td>September 2008</td>
<td>Refinement of SJ C Draft 2050 Preferred Blueprint Vision</td>
</tr>
<tr>
<td>October 2008</td>
<td>Draft work product of SJ C 2050 Preferred Blueprint Vision forwarded for inclusion in Valleywide Blueprint process</td>
</tr>
</tbody>
</table>

After submission of the draft work product for the SJ C Draft 2050 Preferred Blueprint Vision and similar submissions from each of the other seven valley counties, an initial three scenarios of future growth in the San Joaquin Valley were developed. The distinctions between the year 2050 Valleywide scenarios are as follows:

1) **Scenario A** represents an aggregation of the local Baseline Blueprint Visions from each of the eight participating regions.

2) **Scenario B** represents an aggregation of the Locally Preferred Blueprint Visions from each of the eight participating regions.

3) **Scenario C** is a vision developed based on input and recommendations made during previous BRAC meetings.

Where Scenario A modeled what may happen if recent development trends continue, Scenario C modeled what may happen if densities were increased even
beyond those envisioned in the preferred scenarios from each county.

The BRAC reviewed these three scenarios in November 2008 and recommended Scenario C for adoption. The three valleywide scenarios were then reviewed and discussed by the San Joaquin Valley Regional Policy Council at its December 2008 meeting. On their recommendation, a fourth scenario, known as B+, was developed. Scenario B+ incorporates the densities represented in Scenario B combined with the increased transit emphasis from Scenario C. It includes the realization of high speed rail as currently envisioned (all phases) and the realization of such additional projects as a high capacity inter-connected multi-model system in the southern valley counties and a State Route 65 connector.

The final four scenarios and the previous BRAC recommendation were then presented at the Valleywide Blueprint Summit on January 26, 2009, in Fresno. This summit, similar to the Blueprint Kick-Off Summit held in June 2006, was the opportunity for all interested private and public sector stakeholders to come together to review, discuss and, ultimately, formulate a 2050 Blueprint Vision for the San Joaquin Valley. Summit attendees favored adoption of Scenario C (62%); a combined total of 43% favored either Scenario B or B+, and 4% favored Scenario A.

On April 1, 2009, the San Joaquin Valley Regional Policy Council was asked to consider the four Valleywide scenarios and a set of Smart Growth Principles; both of which would be used to guide development of the Blueprint for the San Joaquin Valley. Scenario B+ and the Smart Growth Principles were adopted by the Policy Council on a vote of 12 to 3, with the dissenting votes favoring Scenario C. With this adoption, the Valleywide Blueprint effort moved into the implementation phase. A brochure outlining the current Valleywide product is included as Attachment “E.”

The Valleywide Blueprint informs and supports the local Blueprint Vision’s effort. Fourth year grant implementation activities in progress and/or under development (as of January 2010) are:

- Valleywide Blueprint Final Report (Implementation Roadmap) and translation of Valley Blueprint Principles into local implementation strategies and completion of Toolkit for Implementation (on-going, completion in October 2010).
- Meetings with Local Officials to discuss funding challenges and fiscalization of land-use issues; to include tracking of California Forward initiative (to be initiated Spring 2010).
- Development of adequate modeling tools for SB 375 compliance/address greenhouse gas directives. Continue using adopted methods to measure effectiveness of the Regional Blueprint Plan (on-going).
- Addressing the increasing of residential densities (draft RFP in circulation):
  - Determine the impact of various densities on the fiscal health of cities.
  - Determine the market demand for higher density residential housing projects.
• Greenprint - incorporate Model Farmland Conservation Program mapping, including improved information on water resources in the Blueprint for each of the Valley Counties (task is on-hold pending American Farmland Trust listening sessions with local agricultural interests).

• Work with Central California EDCs and Partnership for the San Joaquin Valley to address the jobs/housing issue (to be initiated Spring 2010).

• Continue Blueprint’s Valleywide presence by maintaining partnership with Great Valley Center (on-going, web site currently being updated).

• Continue public outreach efforts; to include an Executive Forum (on-going).

At this writing, Blueprint Project Managers, the Blueprint Regional Coordination Committee, and the Valleywide Planners’ group continue to meet to further refine and implement these fourth-year Valleywide tasks. There has been, and will continue to be, careful coordination of these tasks with the Valley COG Directors group and the San Joaquin Valley Regional Policy Council.

SJ COG will continue to participate on the Valleywide level, while development of the more focused local effort, the San Joaquin County Regional Blueprint Vision, continues. Efforts at both levels will continue to inform and support the other.
This Page Left Blank
Intentionally
RESOLUTION 2006-3

SAN JOAQUIN VALLEY STRATEGIES
FOR SUSTAINABLE GROWTH

WHEREAS, in order to preserve and enhance the region’s quality of life, growth should be accommodated in ways that use the region’s agricultural, natural and financial resources efficiently, enhance the region’s economic competitiveness, and ensure more certain and adequate funding for local government; and,

WHEREAS, new growth should be located in close proximity or adjacent to existing cities whenever possible; and,

WHEREAS, land use planning and development solutions should be regionally coordinated and locally decided to encourage compact development and more efficient land use; and,

WHEREAS, the best locations for placement of higher densities that are most effectively integrated into region-wide transportation opportunities should be identified regionally; and,

WHEREAS, premature or unnecessary conversion of prime or productive agricultural land should be avoided; and,

WHEREAS, incentives that link funding of regional transportation improvements to land development should be provided; and,

WHEREAS, policies to increase housing supply and affordability should be supported with policy and action; and,

WHEREAS, regional strategies should be developed to assure sufficient water supply and water quality; and,

WHEREAS, regional infrastructure needs should be collaboratively planned and include funding strategies; and,

WHEREAS, a process which enables regular, ongoing conversations about issues of regional significance should be established and maintained; and,

WHEREAS, the Central California Mayors Conference delegates recognizes there are local conditions that may force exceptions but believes sustainable growth within the cities of the San Joaquin Valley requires a shared vision supported by common goals.

NOW, THEREFORE BE IT RESOLVED, that the Mayors of Central California agree to endorse the principles listed above.

Central California Mayors Conference
May 19, 2006
Resolution 2006-3

Signed at that time by the Mayor of Stockton, Edward J. Chavez
On Thursday, the sixth day of October, 2005, the San Joaquin Valley Regional Association of California Counties (SJV-RACC) endorsed the following basic principles:

- In order to preserve and enhance the region’s quality of life, growth should be accommodated in ways that use the region’s agriculture, natural and financial resources efficiently, enhance the region’s economic competitiveness, and ensure more certain and adequate funding for local government.

- New growth should be located in or adjacent to existing communities.

- Land use planning and development solutions should be regionally coordinated to encourage compact development and more efficient land use.

- The best solution for placement of higher densities that are more effectively integrated into region-wide transportation opportunities should be identified regionally.

- Premature or unnecessary conversion of prime or productive agricultural land should be avoided.

- Incentives that link funding of regional transportation improvements to land development should be provided.

- Policies to increase housing supply and affordability should be supported with policy and action.

- Regional strategies should be developed to assure sufficient water supply and water quality.

- Regional infrastructure needs should be collaboratively planned and include funding strategies.

- A process which enables regular, ongoing conversation about issues of regional significance should be established and maintained.

The SJVRACC recognizes there are local conditions that may force exemptions but believe sustainable growth within the cities and counties of the San Joaquin Valley requires a shared vision supported by common goals.

Bob Waterston
District 5 Supervisor
Fresno County Board of Supervisors
Chair, San Joaquin Valley Regional Association of California Counties
## Comparative Analysis of Blueprint Principles to Existing General Plans

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Escalon</td>
<td>Development of vacant residential land and increase in number of residential units</td>
<td>The City shall encourage development of vacant residential land and increase in number of residential units</td>
<td>The City shall support the provision of multi-modal transportation options</td>
<td>The City shall prioritize urban agriculture and promote local food systems</td>
<td>The City shall protect and preserve open spaces and natural habitats</td>
<td>The City shall promote economic development and education</td>
<td>Stevie is a key figure in promoting local arts and culture</td>
</tr>
<tr>
<td>GP Horizon Year: 2030</td>
<td>Same as above</td>
<td>Same as above</td>
<td>Same as above</td>
<td>Same as above</td>
<td>Same as above</td>
<td>Same as above</td>
<td>Same as above</td>
</tr>
<tr>
<td>City of Lathrop</td>
<td>Despite pressures and demands that are certain to increase in order to build new homes, the City has prioritized the provision of quality housing and open space opportunities</td>
<td>The City shall prioritize the provision of quality housing and open space opportunities</td>
<td>The City shall support the provision of multi-modal transportation options</td>
<td>The City shall support the provision of urban agriculture and promote local food systems</td>
<td>The City shall protect and preserve open spaces and natural habitats</td>
<td>The City shall promote economic development and education</td>
<td>Same as above</td>
</tr>
<tr>
<td>GP Horizon Year: 2024</td>
<td>Same as above</td>
<td>Same as above</td>
<td>Same as above</td>
<td>Same as above</td>
<td>Same as above</td>
<td>Same as above</td>
<td>Same as above</td>
</tr>
<tr>
<td>City of Lodi</td>
<td>To provide for an increase in the number of residential units and the development of new commercial and industrial land</td>
<td>The City shall prioritize the provision of quality housing and open space opportunities</td>
<td>The City shall support the provision of multi-modal transportation options</td>
<td>The City shall support the provision of urban agriculture and promote local food systems</td>
<td>The City shall protect and preserve open spaces and natural habitats</td>
<td>The City shall promote economic development and education</td>
<td>Same as above</td>
</tr>
<tr>
<td>GP Horizon Year: 2007</td>
<td>Same as above</td>
<td>Same as above</td>
<td>Same as above</td>
<td>Same as above</td>
<td>Same as above</td>
<td>Same as above</td>
<td>Same as above</td>
</tr>
<tr>
<td>City of Manteca</td>
<td>To provide for an increase in the number of residential units and the development of new commercial and industrial land</td>
<td>The City shall prioritize the provision of quality housing and open space opportunities</td>
<td>The City shall support the provision of multi-modal transportation options</td>
<td>The City shall support the provision of urban agriculture and promote local food systems</td>
<td>The City shall protect and preserve open spaces and natural habitats</td>
<td>The City shall promote economic development and education</td>
<td>Same as above</td>
</tr>
<tr>
<td>GP Horizon Year: 2023</td>
<td>Same as above</td>
<td>Same as above</td>
<td>Same as above</td>
<td>Same as above</td>
<td>Same as above</td>
<td>Same as above</td>
<td>Same as above</td>
</tr>
</tbody>
</table>

### Performance Targets:
- **City of Escalon:** A increase in the number of residential units by 20% by 2025.
- **City of Lathrop:** An increase in the number of quality housing units by 10% by 2025.
- **City of Lodi:** A 5% increase in the number of new commercial and industrial land by 2025.
- **City of Manteca:** A 10% increase in the number of new residential units by 2025.
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Epon</td>
<td>Exports from use of 4,000 acres of lands in next 50 years for urban and commercial development.</td>
<td>Location should encourage mixed-use development.</td>
<td>Provide a sustainable system for existing and new development.</td>
<td>To reduce the impact of urban development on surrounding agricultural lands.</td>
<td>To preserve and improve environment.</td>
<td>To develop and maintain a vibrant, diverse economy.</td>
<td>To conserve and protect cultural resources.</td>
</tr>
<tr>
<td>Performance Targets:</td>
<td>Annual residential growth rate of 3% to 6% during the planning period.</td>
<td>2,500 acres of vacant land designated for residential development.</td>
<td>Jack Tone Road will be a key element of the transportation system.</td>
<td>between State Route 50 and River Road.</td>
<td>Epon will have a population base of 20,500 by 2020, and an employment base of 3,192.</td>
<td>Distinctive neighborhoods shall be promoted.</td>
<td></td>
</tr>
<tr>
<td>San Joaquin County</td>
<td>To encourage a mixture of land uses which create centers of activity and promote efficient land use.</td>
<td>To promote quality living.</td>
<td>The County shall support continued efforts to conserve agricultural land.</td>
<td>To encourage the grouping of compatible commercial uses within an area.</td>
<td>To promote a diverse mix of land uses within an area.</td>
<td>To protect historic and cultural resources of Stockton.</td>
<td></td>
</tr>
<tr>
<td>Stockton</td>
<td>Stockton recognizes the need to provide for a diverse range of housing options.</td>
<td>Stockton must recognize the need for a diversity of housing opportunities.</td>
<td>To develop an integrated transportation system that is accessible to all residents.</td>
<td>Stockton is located at the intersection of arterial roads.</td>
<td>Stockton is the gateway to the Sacramento Valley.</td>
<td>Stockton is known for its rich history.</td>
<td></td>
</tr>
<tr>
<td>Performance Targets:</td>
<td>The City must achieve a mix of 1,000 single family and 1,000 multifamily units.</td>
<td>650 additional units in residential zones with a mix of 20 units per acre.</td>
<td>To encourage the development of commercial uses on key streets.</td>
<td>Stockton is located at the intersection of arterial roads.</td>
<td>Stockton is known for its rich history.</td>
<td>Stockton is known for its rich history.</td>
<td></td>
</tr>
<tr>
<td>Tracy</td>
<td>A balanced and orderly pattern of growth in the City.</td>
<td>A high level of connectivity within the City of Tracy.</td>
<td>Identification of significant agricultural resources.</td>
<td>Development that is consistent with the City's needs.</td>
<td>Stockton is known for its rich history.</td>
<td>Stockton is known for its rich history.</td>
<td></td>
</tr>
<tr>
<td>Performance Targets:</td>
<td>3,405 acres for new development by 2025.</td>
<td>Significant number of new residential and commercial developments.</td>
<td>To promote a diverse mix of land uses within an area.</td>
<td>To promote a diverse mix of land uses within an area.</td>
<td>To promote a diverse mix of land uses within an area.</td>
<td>To promote a diverse mix of land uses within an area.</td>
<td></td>
</tr>
</tbody>
</table>
**UPlan: Scenario Development**

UPlan is a deterministic, rule-based land use allocation model designed to operate within ESRI’s ArcGIS (9.X) software package. The most current version of the application, UPlan 2.6, is now being employed; however, previous versions have been utilized over the course of the Blueprint project. The original version was UPlan 1.2; it was designed by the University of California, Davis, in cooperation with the Merced County Association of Governments (MCAG). This land-use modeling software uses multiple assumptions created with input from local land-use planners.

The scenario development process began with a basic set of demographic information that UPlan utilized to calculate the required acreage to accommodate future growth within a standardized set of land-use categories. The following base assumptions were utilized in San Joaquin County for the four-year-2050 scenarios (Base Case, Some Change, Moderate Change, and Major Change) considered as part of the Phase II process.

**Demographic Inputs**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Base Population</strong></td>
<td>668,265</td>
</tr>
<tr>
<td><strong>Future Population</strong></td>
<td>1,783,973</td>
</tr>
<tr>
<td><strong>Persons per Household</strong></td>
<td>3.1</td>
</tr>
<tr>
<td><strong>Employees per Household</strong></td>
<td>0.99</td>
</tr>
</tbody>
</table>


***This is a ratio of the number of jobs physically located in the county to the number of households physically located in the county. It does not refer to the number of employed person in a given household.

In addition to these base demographic assumptions, each of the four scenarios was based on a standardized set of spatial data layers. The base layer was constructed from available General Plans for each jurisdiction and the County. These provided maps were converted to a single county-wide data layer, with land-use categories standardized within the UPlan application. This General Plan data governed the overall allocation routine, subject to a series of attraction and discouragement layers. Attractors included such items as existing urban growth, freeway interchanges, current city limits, and major roadway arterials. Discouragers included agricultural lands, critical habitat, and floodplain areas.

The Base Case (sometimes referred to as the Baseline or Recent Trends scenario) was developed first to reflect local planning assumptions and existing General Plans. Housing density was based on recent trends in residential permit activity for San Joaquin County. Local information was submitted to UC Davis, who conducted the initial UPlan runs for SJ COG. While basic demographic and employment assumptions were held constant in each scenario, residential density was incrementally increased from the Base Case through the Major Change Scenario. Traditional medium-density single-family development dropped from 98% of new residential development in the Base Case scenario to 65% of new residential development in the Major Change scenario.

Outputs from the UPlan scenario runs included impacts (by acreage) to prime and statewide agricultural land, 100-year flood plain, and critical habitat. Other
outputs included a calculation of GHG and energy use (in kilowatt hours) attributable to the residential “footprint.” These Uplan outputs were also converted to inputs for use within SJ COG’s Travel Demand model, and ultimately EMFAC 2007 (California statewide emissions software released by The California Air Resources Board) to estimate vehicle miles travelled (VMT) and air quality measures, such as CO₂.

The indicators identified above were also used to generate bar graphs for use in the Phase II community outreach workshop meetings to illustrate the relative improvements toward regional issues/visions as the level of compact development increased for each vision.

Background information for these indicators is included below:

1) **Indicator: Energy - household use**

   **Index:** Household electricity consumption in kilowatt hours by residential land use (Uplan high, medium, low, very low residential) for each vision.

   **Source:** California Energy Commission (CEC) energy consumption data from California Statewide Residential Appliance Saturation Study (RASS) and energy mix (fuel utilized for generation) by individual electrical service provider

   **Method:** Original source data utilized in regression equation based on Climate Zone, unit square footage, and unit type. Resultant data used to calculate energy demand based on residential land-use types and land-use mix identified in Uplan and location (to identify appropriate electrical energy provider).

2) **Indicator: Air Quality - climate change (land-use)**

   **Index:** Household energy consumption (see previous indicator) converted to GHG emissions by generation type by utility.

   **Source:** Argonne Labs GREET Model

   **Method:** Combined emissions from GREET model attributable to both fuel burning and feedstocks to obtain CO₂ equivalent emissions per KWh of electricity or per therm of natural gas. CO₂ was used over NOx as an air quality indicator because many of the CO₂ reduction techniques also improve NOx.

3) **Indicator: Water Consumption**

   **Index:** Household by Uplan land use for each scenario

   **Method:** Data based on acre-feet per year per land use multiplied by household per land use, per scenario.

   **Source:** City of Redwood City “2005 Urban Water Management Plan” projected 2030. Water rates for San Joaquin County were not available. Thus, the San Mateo County rate difference between SF and MF households was utilized as an interim measure. As with many of the indicators utilized during the Blueprint process, the importance is in the difference between scenarios as opposed to the absolute usage calculated.

   **San Mateo Study Area Rate:**

   Single-Family = 0.295 a.c.ft./year
Multi-Family = 0.19 ac.ft./year

Since these original indicators were developed, SJ COG has searched for additional water use indicators more indicative of San Joaquin County. As these data sources are developed and understood more fully, they will be integrated into the performance measure and indicators.

Additional UPlan modeling was conducted by both the Information Center for the Environment at UC Davis and SJ COG in support of both the San Joaquin County Preferred Scenario and the four scenarios eventually developed on the Valleywide level.

It is important to note that the Blueprint scenarios were developed to illustrate the visions and values that will shape the future, as expressed by the participants of the Phase 1 and Phase II public workshop meetings. The scenarios are derived from UPlan and refined by input from the Planners’ Roundtable and the Blueprint Leadership Group. The scenarios are considered tools for visualizing the potential trade-offs of compact development on future growth. It was never envisioned that the UPlan scenarios as developed for use in the San Joaquin County Regional Blueprint Vision or the Valleywide Blueprint effort, be used to supplant local general plans, specific plans, or zoning maps. Although the UPlan model uses information from these sources, the model should not be used to determine the potential for growth on a specific parcel or even with a specific area. The strength of the UPlan model is in comparing trends and the relative size of urban footprints/growth scenarios on a regional scale.

General Plans are used for as the basis of growth and development projections. However, the scenarios do not necessarily reflect the full implementation of general plans. In some cases, due to the relationship of the horizon year of the various General Plans as compared to the Blueprint horizon of 2050, some adjustments to the General Plan spatial layer were necessary. Thus, any growth allocations outside of jurisdictional planning boundaries are based on estimates, not plans. The scenarios estimate the volume of growth but only provide approximate locations. The Blueprint scenario mapping is intended to be interpreted and used as a concept level illustration of the growth principles. SJ COG recognizes that land-use decisions are best made at the local government level and are beyond the scope of regional-scale, long-term, growth scenario planning.

Residential Density Calculations:
A subject of considerable discussion during both the Planners’ Roundtable and Blueprint Leadership Group meetings has been the overall density definitions utilized in development of the San Joaquin County Regional Blueprint Vision. Within the scenario development process, two inputs were utilized: average lot size within a given land-use category and the percentage of new development assigned to each land-use category. The two inputs to the modeling process allowed for the calculation of the overall density of new residential development as presented in this document: 4.5 DU/Acre in the Base Case, versus 7.7 DU/Acre in the Preferred Vision. Although residential ranchettes (defined in UPlan as residential development with less than 0.5 DU/Acre)
was utilized within UPlan to model impacts to agricultural and resource lands, these were removed from the overall density calculations to better reflect what might be classically called the urban footprint. The following table reflects the general percentages and density ranges used in the Base Case and Preferred scenario:

<table>
<thead>
<tr>
<th>Density Range</th>
<th>Percentage New Growth: Base Case</th>
<th>Percentage New Growth: Preferred</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt;20 DU/Ac</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>20-10 DU/Ac</td>
<td>2%</td>
<td>24%</td>
</tr>
<tr>
<td>10-2 DU/Ac</td>
<td>95%</td>
<td>73%</td>
</tr>
<tr>
<td>2-0.5 DU/Ac</td>
<td>3%</td>
<td>3%</td>
</tr>
<tr>
<td>Average Overall Density</td>
<td>4.5</td>
<td>7.7</td>
</tr>
</tbody>
</table>

The question to be answered is whether this represents a gross or a net calculation. Of note is that what constitutes a “net” calculation and what constitutes a “gross” calculation is unclear even in the available planning literature. For purposes of the regional-scale modeling, the general plans maps on which the spatial data layers were based governed the allocation process: in general, these General Plan maps have separate categories for large areas of public space to include neighborhood parks generally larger than two acres, regional parks, schools, and obvious things like freeways and their associated interchanges. However, things integral to individual projects - small interior streets, tot lots, and other common areas would not be designated separately and so would be a part of the density calculation. The calculation becomes somewhat more problematic when considering the concept on a micro (project) versus a macro-scale level.

In applying this concept to the project level - the density calculation would exclude any commercial (or other) areas and large public spaces (2+ acres), but would include all other areas related directly to the residential development. Two examples are included for illustration.
Example 1:

A developer is proposing a project to be built on 10 acres. There will be 2 acres of residential streets, 1 acre of park. The remaining 7 acres will be 25 units on 0.2 acre parcels each and 40 apartment units on the remaining 2 acres. This would produce 65 units for the 10 acre project or a density of 6.5 units per acre.

<table>
<thead>
<tr>
<th>Land use</th>
<th>Acres</th>
<th>Unit total</th>
<th>Include?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family Dwellings@ 5 du/ac</td>
<td>5</td>
<td>25</td>
<td>Y</td>
</tr>
<tr>
<td>Apartments @ 20du/ac</td>
<td>2</td>
<td>40</td>
<td>Y</td>
</tr>
<tr>
<td>Residential Streets</td>
<td>2</td>
<td>0</td>
<td>Y</td>
</tr>
<tr>
<td>Park</td>
<td>1</td>
<td>0</td>
<td>Y</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>10</strong></td>
<td><strong>65</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Density</strong></td>
<td></td>
<td><strong>65/10 = 6.5 du/Ac</strong></td>
<td></td>
</tr>
</tbody>
</table>
Example 2:

A developer is proposing a larger development on 1000 acres. 350 acres will be commercial space including parking. Another 50 acres will be mixed use with ten units per acre, parking for both the commercial and residential is shared with the remainder of the commercial space. There will also be 100 acres with 2000 apartments/condominiums, 200 acres with detached houses on 1/8th acre parcels, 100 acres of units on 1/5th acre parcels, 2 10 acre elementary/junior high schools, and one 50 acre high school and 20 acres of park space larger than 2 acres, and 10 acres of parks less than 2 acres in size and 80 acres of residential road right of way and 20 acres of drainage basin. This gives us 2000 apartment/condominiums, 1600 single family units, and 500 units in the mixed use or a total of 3100 units. There are 50 acres of mixed use, 100 acres of apartments/condominiums, 200 acres of detached units, and 80 acres of residential roads, 10 acres of parks less than 2 acres in size or 440 acres of space associated with the residences. 4600 units/540 acres gives us a density of 7 units per acre.
<table>
<thead>
<tr>
<th>Land use</th>
<th>Acres</th>
<th>Unit total</th>
<th>Include?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial</td>
<td>350</td>
<td>0</td>
<td>N</td>
</tr>
<tr>
<td>Mixed Use (Residential Footprint)</td>
<td>50</td>
<td>500</td>
<td>Y</td>
</tr>
<tr>
<td>Single Family Dwellings @ 8 du/ac</td>
<td>200</td>
<td>1600</td>
<td>Y</td>
</tr>
<tr>
<td>Single Family Dwellings@ 5 du/ac</td>
<td>100</td>
<td>500</td>
<td>Y</td>
</tr>
<tr>
<td>Apartments @ 20du/ac</td>
<td>100</td>
<td>2000</td>
<td>Y</td>
</tr>
<tr>
<td>Residential Streets</td>
<td>80</td>
<td>0</td>
<td>Y</td>
</tr>
<tr>
<td>Schools</td>
<td>70</td>
<td>0</td>
<td>N</td>
</tr>
<tr>
<td>Park &gt; 2ac</td>
<td>20</td>
<td>0</td>
<td>N</td>
</tr>
<tr>
<td>Parks &lt; 2ac each</td>
<td>10</td>
<td>0</td>
<td>Y</td>
</tr>
<tr>
<td>Drainage Basin</td>
<td>20</td>
<td>0</td>
<td>N</td>
</tr>
<tr>
<td><strong>Total included</strong></td>
<td>540</td>
<td>4600</td>
<td></td>
</tr>
<tr>
<td><strong>Density</strong></td>
<td></td>
<td>4600/540 = 8.5 du/Ac</td>
<td></td>
</tr>
</tbody>
</table>

Each general plan treats these concepts somewhat differently, as does the generally available planning literature. The application of these standards in day-to-day planning situations appears to be somewhat flexible as is likely required due to the wide range of project configurations, development standards, and other planning variations encountered. As the San Joaquin County Regional Blueprint Vision is considered a regional-level, conceptual document, these standards are introduced here as guides in the implementation process. If needed, these guides to implementation of the Blueprint’s overarching principles may be revisited as the process moves forward on both the local and Valleywide level.
Comparison of Technical Land use/Traffic Modeling Outputs:

~Baseline to Preferred Vision~

<table>
<thead>
<tr>
<th>Baseline Vision</th>
<th>Matrix (Daily Measure)</th>
<th>Preferred Vision</th>
</tr>
</thead>
<tbody>
<tr>
<td>48,741,346</td>
<td>Total Vehicles Miles of Travel (VMT)</td>
<td>47,818,655</td>
</tr>
<tr>
<td>554,364</td>
<td>2050 Households</td>
<td>554,364</td>
</tr>
<tr>
<td>1,784,000</td>
<td>2050 Population</td>
<td>1,784,000</td>
</tr>
<tr>
<td>1.20%</td>
<td>Public Transit Usage</td>
<td>6%</td>
</tr>
<tr>
<td>98%</td>
<td>Single-Family Dwelling Units</td>
<td>73%</td>
</tr>
<tr>
<td>2%</td>
<td>Multi-Family Dwelling Units</td>
<td>24%</td>
</tr>
<tr>
<td>4.5</td>
<td>Housing Density (Gross Acre)</td>
<td>7.75%</td>
</tr>
</tbody>
</table>

**On Road Mobile Exhaust (Tons Per Average Annual Day)**

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>7.62</td>
<td>ROG</td>
<td>8%</td>
</tr>
<tr>
<td>63.78</td>
<td>CO</td>
<td>63%</td>
</tr>
<tr>
<td>18.67</td>
<td>NOX</td>
<td>18%</td>
</tr>
<tr>
<td>31,500</td>
<td>CO2</td>
<td>31,080</td>
</tr>
</tbody>
</table>
Attachment E: Valleywide Brochure

San Joaquin Valley Blueprint – April 2009 Update

Blueprints are being developed around the state by Metropolitan Planning Organizations to plan for the population growth that is anticipated in California over the next 40 years. Blueprints are regional in scope and integrate land use, transportation, and resource planning. The planning process considers the “Three Es” of sustainable communities: progress, economy, and social equity. Blueprint planning is a comprehensive understanding that requires innovation, collaborative planning, thinking on a regional scale and a willingness to follow through on implementation.

The eight Valley COGs are committed to work with their involved agencies – the 13 cities and eight counties in the Valley – to integrate the Valley Blueprint principles into their general plans. The goal is to advance this understanding necessary for an improved quality of life for all who live here.

For more information go to: www.sjsbblueprint.org

Comparing Average Dwelling Units per Acre

San Joaquin Valley Regional Policy Council

On April 1, 2009 the San Joaquin Valley (SV) Regional Policy Council reviewed the Valley COGs collaborative work on the Blueprint and took the following actions:

- Adopted a set of Smart Growth Principles to be used in the basis of Blueprint planning in the San Joaquin Valley.

- Adopted Scenario B1 as the Preferred Blueprint Growth Scenario for the San Joaquin Valley to the year 2036. This preferred scenario will serve as guidance for the Valley’s local jurisdictions as they update their general plans.

Comparing Scenario Outcomes:

(See the following pages)

5/9 Adapting Smart Growth Principles 5/9 Adapting Growth Scenario

1. Create a Range of Housing Opportunities & Choices
2. Create Walkable Neighborhoods
3. Encourage Community & Stakeholder Collaboration
4. Foster Diverse, Attractive Communities with a Strong Sense of Place
5. Make Development Decisions Predictable, Fair & Cost Effective
6. Mix Land Uses
7. Preserve Open Space, Riparian, Agricultural Beauty & Critical Environmental Areas
8. Provide a Variety of Transportation Choices
9. Strengthen & Direct Development towards Existing Communities
10. Take Advantage of Compact, Building Design
11. Enhance the Economic Viability of the Region
12. Support Actions that Strengthen Environmental Resource Management

San Joaquin Valley Blueprint Planning Process

In early 2006, the eight Councils of Governments in the San Joaquin Valley came together in an unprecedented effort to develop a coordinated Valley vision – the San Joaquin Valley Blueprint. This document, developed through co-operation among eight regional agencies in the eight-county region, is being coordinated in each county and has recently been recognized to form a preferred vision for future development throughout the Valley to the year 2036.

Eight individual Valley COGs planning in concert.

Phase 1: Values and Vision – gathered from community input
Phase 2: Goals, Objectives and Performance Measures based upon values and vision
Phase 3: Evaluation of alternative “what if” growth scenarios in each county.

- Selection of preferred scenario for each county
- Evaluation of four Valleywide alternative scenarios
- Adoption of Smart Growth Principles and Preferred Growth Scenarios for Valley

Next Steps:
- Work with local agencies to integrate Blueprint principles into general plans.