

Regional Visioning Projects in California

Our website now features information on the latest trend happening in the state and nationwide-- regional visioning and development of alternative scenarios for future growth. How is your region planning to accommodate growth, as the state's population doubles in fifty years? Check out the highlights of the regional visioning efforts emerging around California and across the nation. The following cases can serve as a foundation for integrating land uses, transportation systems, infrastructure needs, and public investment strategies for regions across the nation. These unprecedented efforts require a commitment from local elected officials working together with residents, community and business leaders, and other stakeholders.

Bay Area

Smart Growth Strategy/Regional Livability Footprint

<http://www.abag.ca.gov/planning/smartgrowth/index.html>

The Smart Growth Strategy/Regional Livability Footprint Project is a groundbreaking visioning effort involving local government elected officials and staff members, community representatives, regional stakeholders, and business, equity and environmental coalitions. The Project's underlying objective is to figure out how the Bay Area can maintain its economic vitality and conserve natural resources while allowing all segments of society to share in the region's economic and environmental assets. The goal is to develop a preferred land use pattern, "Vision" to minimize sprawl, provide adequate and affordable housing, improve mobility, protect environmental quality, and preserve open space. The Vision will inform how the Bay Area can grow smarter and become more sustainable over the next 20-25 years, and will help frame other Project Goals to identify and secure regulatory changes and fiscal incentives that promote smart growth, and to develop policy-based Projections.

On March 20, 2003, Projections 2003 was formally adopted by the ABAG Executive Board. Now the projections will underscore the Bay Area's commitment to growing in a "smarter" way, and increase chances that regulatory changes and incentives can be obtained at the state level.

For more information, contact (510) 464-7926 or smartgrowth@abag.ca.gov

Central Valley

The Valley Futures Project

<http://www.aiacc.org/>

What will living in California's Great Central Valley be like in 2025? Will the residents of the San Joaquin Valley come together to craft a multiethnic New Eden with clean air, a diverse economy, and a strong agricultural industry? Will the six-county Sacramento Region mature into a world-class center of jobs and innovation driven by collaborative leadership and foresight? And further north, will the people of the rural North Valley create The Good Life by making the most of their fragile natural resources while meeting the challenges of growth? The answer, quite frankly, is unclear.

To encourage thought and discussion about the future, the Great Valley Center has developed the Valley Futures Project. Working with a diverse team of local citizens representing a broad range of constituencies, the Global Business Network (GBN) and the Great Valley Center facilitated the development of stories describing 4 possible futures in each of the subregions of the Valley: the San Joaquin Valley, the Sacramento Valley, and the North Valley. The stories are not predictions -- rather, they are a reminder that we have the ability to choose our future instead of simply letting it happen to us.

The main objective of this scenario exercise is to stimulate a similar thought process among a much larger, wider circle of citizens. Over the next 18 months, scenarios will run in newspapers, be shown as film in workshops, be heard on the radio, and explored through high school curriculum. You can find out more about the Valley Futures Project at www.valleyfutures.org or (209) 522-5103.

Housing the Next 10 Million- Envisioning California's Great Valley

The Great Valley Center and The American Institute of Architects, California Council (AIACC), jointly presented an open ideas competition to explore ways for California's Central Valley to absorb another 10-14 million residents by 2040. Called "Housing the Next 10 Million", the competition illustrated alternatives for less land-intensive habitation models, supported urban design implementation tools and helped local decision-makers deal more effectively with the enormous potential growth of California's Central Valley. Participants who best presented viable housing solutions for the next 10 million were awarded \$10,000.

By all accounts, "Housing the Next 10 Million" was the first competition of its kind, and generated world-wide attention since its kick-off in January of 1999. Inspired by the competition's goals and objectives, professionals from all over the world participated in the competition including architects, urban designers, landscape architects, urban planners engineers, educators and students. More than 250 entrants registered, representing five different continents, 17 countries, and 26 U.S states. Winning architects provided specific communities with design ideas and expertise.

For more information on either the Valley Futures Project or Housing the Next 10 Million visit the Great Valley Center's website at www.greatvalley.org. You can also call (209) 522-5103 or email info@greatvalley.org.

San Joaquin Valley

http://www.dot.ca.gov/dist6/sjvgrs/sjvgrs2_DocumentedBriefings.pdf

The San Joaquin Valley Growth Response Study

Sponsored by California Department of Transportation, RAND, University of Southern California with Fehr & Peers and LDA Consulting, the San Joaquin Valley Response Study was driven by concerns about the effects of rapid growth in the San Joaquin Valley and the difficulties of responding to that growth, as well as by the existence of new ideas about smart growth, livable cities and sustainability.

Phase I of this initiative developed baseline information and resulted in the publication at the beginning of Phase II of a "white paper" that has been distributed to interested parties throughout the San Joaquin Valley.

The primary purpose of Phase II has been to consider the information developed in Phase I and then to recommend a suite of land use and transportation modeling and outreach tools that the communities and planners could use in a "demonstration" project. The purpose of the Phase II workshops was to discuss barriers to and opportunities for conducting integrated land use and transportation planning with stakeholders in the San Joaquin Valley.

Beginning with these workshops, Phase III is a demonstration project using integrated land use and transportation planning tools in the Fresno-Clovis metropolitan area and a smaller community in the northern San Joaquin Valley. The outreach portion of Phase III began in November 2002 and will continue throughout the duration of the project, which is slated to end about mid-2004.

For more information on the Phase III study, contact Georgiena Vivian at VRPA Technologies gvivian@vrpatechnologies.com

Los Angeles

<http://www.socalcompass.org/about/index.html>

Compass Southern California

The Southern California Compass Citizens' Advisory Committee (CAC) is comprised of respected leaders from throughout the SCAG six-county region. The CAC provides a strong link between the general public and SCAG that serves to underscore the importance of the Compass effort and encourage greater public participation. The Compass project includes a technical analysis of growth options, but also includes a more human evaluation. The goal is to examine ways that the current growth trends in the Region can be directed to a sustainable, livable future. The steps of the Compass project are:

Analysis and Modeling - The analysis will examine the essential elements for a successful project: land use, growth and redevelopment capacity, economic conditions and forces, environmental resources and public opinions and values.

Visioning and Workshops - A cornerstone of the Compass project will be a series of visioning workshops for a broad group of stakeholders. The workshops are both a source of innovative ideas, and they reveal where a community has reached consensus on certain issues. Currently, Compass Southern California is in this stage.

Testing and Evaluation - The workshops will provide Compass with a large number of citizen-derived ideals for the region that will form the basis of a series of alternative growth options.

Communication with Community Leaders and the Public - Compass will communicate through a variety of forms to encourage public interaction and involvement throughout the project.

Selecting a Strategy and Vision - Following the completion of visioning, evaluation, and testing of ideas in detailed workshops, Compass will return to selecting a preferred path. An additional workshop event will be used in order to reevaluate and weigh the results of the public input, and develop a consensus strategy for Southern California.

Implementation Strategy - While it cannot be predicted what will be the right solution for this project, it will likely include a host of techniques. While implementation may be through changes in regional plans and recommendations for changes in planning and development laws, changes are also likely to include voluntary actions, education, investment strategies, and local support.

For more information, contact Mark Butala, Project Manager at (800) 337-4819 or info@socalcompass.org

Sacramento

www.sacregionblueprint.org

The Sacramento Region Blueprint: Transportation/Land Use Study

Blueprint is a comprehensive regional process integrating land use and transportation, air quality and other regional concerns. It began with an in-depth modeling and research process, conducted by SACOG in cooperation with all jurisdictions in the region, that looked at how future growth is likely to occur. The first product, called the Base Case Future, outlined the effects on housing availability, land consumption, environmental and traffic impacts, and included in-depth demographic projections.

It began in March 2003 with a series of neighborhood workshops that use state-of-the-art, real-time interactive geographic information systems (GIS) software to create "scenarios" for specific neighborhoods. The workshop's GIS software instantly gives citizens feedback as they make different development choices. The scenarios will be used later to shape alternatives for workshops that will let citizens pursue county and regional scenarios. Blueprint will reach thousands of citizens over the course of 2003 and 2004 through these workshops, media, surveys, forums and town halls.

Blueprint has long-term benefits for the region in the wealth of data and training that it offers the local jurisdictions that make land-use decisions. The millions invested in the technology to conduct Blueprint will permanently enhance local planning and create a long-range regional context for local decision making.

For more information, contact Mike McKeever at (916) 457-2264.

San Diego

<http://www.sandag.org/index.asp?projectid=1&fuseaction=projects.detail>

Regional Comprehensive Plan

San Diego Association of Governments

The Regional Comprehensive Plan (RCP) currently being prepared will serve as the foundation for integrating land uses, transportation systems, infrastructure needs, and public investment strategies for the San Diego region.

The RCP will clarify the vision and core values for the San Diego region, establish policies to address key regional issues, and create a public investment strategy for regionally significant infrastructure. The financing strategy will ensure that regional infrastructure needs are identified and financed on a timely and equitable basis. Additionally, the RCP provides an opportunity to establish a process to more effectively handle interregional and international land use and transportation issues.

For more information, contact Carolina Gregor, Senior Regional Planner at (619) 595-5399, or E-mail: cgr@sandag.org

San Luis Obispo

<http://www.slocog.org/>

PLACES Regional Visioning

San Luis Obispo Council of Governments (SLOCOG) will be responsible for a wide variety of actions that support a continuous, comprehensive, coordinated planning process that will help assure the development of an efficient, transportation system to meet the mobility needs of the San Luis Obispo region during the next two years with the implementation of the Places Regional Visioning project.

Phase I of the project will entail completing the GIS computer system and integrating this information into the region's housing, land-use and circulation elements. The database will also be used in San Luis Obispo's traffic modeling.

Phase II will entail public outreach such as visioning workshops in each jurisdiction to ensure that community members representing a wide variety of interests will be engaged in developing a balanced transportation system.

For more information, contact Steve Devencenzi, Deputy Director at (805) 781-4219 or Email sdevencenzi@slocog.org

Merced

<http://www.mcag.cog.ca.us/pip/>

The Merced County Association of Governments has established a Partnership for Integrated Planning (PIP) program to engage more groups that have an interest in the future of transportation in their county and in the planning process.

To gather information for the Regional Transportation Plan, MCAG staff implemented the PIP (Partners for Integrated Planning) program, reaching out to the citizens of Merced County through innovative means. In addition to 32 community meetings held in February and March, staff distributed a questionnaire at the meetings and to individual citizens and citizen groups.

The Merced County Association of Governments wants to bring more consensus to decisions and help special interest groups understand each other's needs through an extensive community outreach program.

Goals of the Partners for Integrated Planning program are to:

- Streamline transportation planning process
- Engage all groups with an interest in transportation from the beginning of the planning process through project approval
- Lessen environmental impact
- Provide forum for all environmental groups and regulatory agencies to ensure that all community groups have representation

- Develop and implement the Partners for Integrated Planning (PIP) plan for community involvement

For further information, please call Candice Steelman, at 209-723-3153, ext. 308.

Riverside

<http://www.rcip.org/>

Riverside County Integrated Planning Project

The essence of RCIP is in the integration of land use, transportation and conservation planning, and implementation, to develop a consensus for the future development of Riverside County. As a first-of-its-kind endeavor, the RCIP is intended to be model for streamlining the environmental process while providing for the long-term development and economic growth of the County. The RCIP offers an innovative model for a comprehensive regional approach to addressing NEPA and the ESA as part of an integrated program. While not without significant challenges and risks, it offers advantages to local, state, and federal agencies in implementing their land use, infrastructure, development and regulatory responsibilities. In 1999, the county launched the Riverside County Integrated Project (RCIP). The RCIP is a stakeholder driven process that unites builders, property owners, farmers and government behind a long-range planning effort that incorporates three distinctive elements – conservation, transportation and land-use. What makes the RCIP environmental streamlining approach unique is the premise that the environment must be addressed the same as any other piece of critical infrastructure. This plan avoids the normal approach to development, to plan the project first, and then attempt to mitigate. The RCIP begins with the development of new General Plan, a multispecies habitat conservation plan (MSHCP) and a watershed special area management plan (SAMP), to integrate land use and transportation elements that minimize the environmental impacts while still addressing housing demands, job creation, and congestion relief.

Tri-Agency Partnership

http://www.transact.org/library/reports_pdfs/biodiversity/interagency_coordination.pdf

In February 2001, California's three major transportation and resource agencies — the California Environmental Protection Agency (Cal/EPA), the Resources Agency (RA), and the Business, Transportation and Housing Agency (BT&H) — established a Tri-Agency Partnership to speed transportation planning without compromising on environmental protection. The partnership was born out of the recognition that transportation projects, especially those that promote environmental objectives, need to be delivered in a timely fashion, and that improved collaboration among the three agencies was central to achieving that goal. The agreement identifies two purposes for the partnership. The first is to encourage its three member agencies to work collaboratively and cooperatively. The second is to ensure the timely planning and implementation of transportation projects that protect or restore the state's environment. Among such projects would be those that promote walkable, livable communities, environmental justice, regional planning, and cultural and environmental conservation. The partnership agreement further establishes nine goals for the future. At the most basic level, the three member agencies will identify and share information on transportation and environmental priorities and develop transportation and environmental performance criteria by which the agencies can evaluate and improve transportation projects. Perhaps most important, the Tri-Agency Partnership encourages the "early and continuous participation of affected state, federal and local agencies, public interest groups, and the public" throughout the planning and approval process.

Regional Planning Efforts Nationwide

Nationwide many regions are also experiencing a serious housing shortage, as roadways are becoming more congested, and open space is threatened by continued sprawl. The following regions have taken bold steps to engage their communities in smart growth planning to improve their quality of life.

Atlanta Vision 2020

<http://www.atlreg.com/qualitygrowth/planning/vision2020.html>

In 1991, ARC, with the support of the Robert W. Woodruff Foundation and the Georgia Power Company, began a project called VISION 2020. VISION 2020 stimulated greater civic involvement in the Atlanta Region's long-range development and facilitated the kind of regional dialogue and action needed to build a stronger sense of community for the future.

Baltimore Vision 2030

<http://www.baltometro.org/Vision2030.html>

Vision 2030 is a citizen driven effort. This means that all the results stem from public input. In some cases the input has been the result of broad outreach, such as in the case of the 17 regional public meetings attended by over 500 residents

Blueprint Denver

<http://www.denvergov.org/dephome.asp?depid=1323>

The Blueprint Denver Plan Map sets the basic parameters for future land-use decisions; namely the discovery that land use and transportation types are multi-dimensional and interconnected

Twin Cities Blueprint 2030

<http://www.metrocouncil.org/planning/blueprint2030/overview.htm>

The new regional development framework will shape the direction of four regional systems: transportation, wastewater, parks and aviation.

Cumberland Region Tomorrow

<http://www.cumberlandregiontomorrow.org/>

The first project of Cumberland Region Tomorrow is their Regional Visioning Project, "Vision 2020." The goals of the Project are: To capture the values of the region, to correctly identify the trends that will take the region away from those values and to recommend actions that will preserve the region's values.

Envision Central Texas

<http://www.envisioncentraltexas.org/>

The goal of Envision Central Texas is to assist in the public development and implementation of a regional vision addressing the growth of Central Texas, with an emphasis on land use, transportation and the environment.

Envision Utah

<http://www.envisionutah.org/>

In January 1997, Envision Utah was formed to help guide the development of a broadly and publicly supported Quality Growth Strategy - a vision to protect Utah's environment, economic strength, and quality of life. Envision Utah is a unique partnership of citizens, business leaders and policy-makers, working together to create a strategy that will preserve critical lands, promote water conservation and clean air, improve our region-wide transportation system, and provide housing options for all residents.

Fillmore CA Vision

<http://www.fillmoreca.com/cityhall/vision.htm>

The Core Values of Vision 2020 for Fillmore include managing their future by promoting a balanced local economy, preserving the industry of agriculture and ensuring slow, well-planned growth; personal well-being through quality education in schools, strong public safety programs and new and improved social and recreational opportunities; community responsibility through volunteerism, strong civic pride and a commitment to communication.

LUTRAQ Oregon

<http://friends.org/resources/lutraq.html>

Though the national recognition is a great honor, it is not the greatest source of satisfaction to the organizations that supported LUTRAQ. For 1000 Friends of Oregon and Sensible Transportation Options for People, the true measure of LUTRAQ's success is that it helped change the way transportation and land use will develop in a part of the Portland metropolitan area. It also demonstrated that citizens' efforts can generate ideas and analyses that change the way their regions will grow.

Phoenix Valley Vision 2025

<http://www.mag.maricopa.gov/archive/vv2025>

The Valley Vision 2025 program is a public/private partnership to involve citizens of the region in an intensive effort to form a vision of what this region should be in the year 2025. The vision addresses all aspects of the future quality of life in the region including land use, transportation, environmental quality, education and public safety. It also addresses issues involved with how to move the region toward achieving the vision. The Valley Vision 2025 program has received tremendous support from local governments, civic groups and community organizations - groups that will play a key role in implementing the vision.

Portland Metro 2040 Framework

<http://www.metro-region.org/pssp.cfm?ProgServID=3>

The Metro 2040 Growth Concept defines the form of regional growth and development for the Portland metropolitan region. The Growth Concept was adopted in the Region 2040 planning and public involvement process in December 1995. Policies in the 2040 Growth Concept encourage efficient use of land, protection of farmland and natural areas, a balanced transportation system, a healthy economy, and diverse housing options.

Puget Sound Destination 2030

<http://www.psrc.org/projects/mtp/>

Destination 2030 is about addressing traffic congestion and making it easier to move between home and work, school, shopping and recreation. The Puget Sound Regional Council, the place where our region's transportation and growth plans are coordinated, worked extensively with all the interests within the region to craft a plan that is coordinated to meet our diverse transportation needs.

The Land Use Transportation Air Quality (LUTRAQ) Case Studies

<http://www.stoplegacyhighway.org/lutraq.htm>

For many of the regions listed on this website, LUTRAQ has served as an example of communities trying to come to terms with increasing traffic and decreasing quality of life and public finances. The efforts outlined on this website show that citizens across the country are beginning to recognize the benefits from making the land use, transportation, and air quality connection.