

City of Sacramento

Legislation Details (With Text)

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Title:	Transit-Oriented Development Ordinance Amendments (Noticed 01/24/2020; Passed for Publication 01/28/2020; Published 01/31/2020)				
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Title:

Transit-Oriented Development Ordinance Amendments (Noticed 01/24/2020; Passed for Publication 01/28/2020; Published 01/31/2020)

File ID: 2020-00055

Location: Citywide

Recommendation:

1) Conduct a public hearing and upon conclusion, adopt: a) a Resolution concluding the project is a subsequent project within the scope of the Master Environmental Impact Report for the 2035 General Plan, the project will not have any project-specific additional significant environmental effects not previously examined in the Master EIR, and no new mitigation measures or alternatives are required (per Public Resources Code 21157.1 and CEQA Guidelines 15177); b) an Ordinance amending section 15.148.160, amending various sections of title 17, adding section 17.104.130, adding article VII to chapter 17.220, and deleting chapter 17.340 of the Sacramento City Code, relating to transit-oriented development; and c) an Ordinance rezoning the 61 parcels identified in Exhibit A to M-T Industrial and Transit-Area Zone.

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Presenter: Ryan Dodge, Associate Planner, (916) 808-8044, Community Development Department

Attachments:

1-Description/Analysis

- 2-Ordinance Amendment Summary
- 3-Resolution for Environmental Review
- 4-Ordinance Amendment - Redline
- 5-Ordinance Amendment - Clean
- 6-Ordinance for Rezones
- 7-Correspondence Received

Description/Analysis

Issue Detail: On October 17, 2017, City Council directed the City Manager to bring forward policy and code changes that would limit low-density auto-oriented uses near light rail stations. Uses that are incompatible with light rail are those that are auto oriented and generate high levels of Vehicle Miles Traveled (VMT) while not encouraging the use of transit. Compatible uses are those that increase transit ridership, such as high-density housing and job-intensive office and retail uses.

On December 11, 2018, City Council adopted Ordinance No. 2018-0055 amending various sections of Title 17 of the Sacramento City Code, relating to Transit-Oriented Development (TOD), which became effective January 10, 2019. City Council requested staff to conduct additional outreach to affected property owners/businesses, particularly in industrial areas of the city, and return to City Council in the first quarter of 2019. City Council requested staff to return with recommended next steps in addressing concerns regarding significant barriers between properties with existing industrial uses and light rail stations. City Council also requested staff to revise the methodology used to measure distance between light rail stations and properties to be more context-sensitive to the variety of unique conditions across the light rail station system.

In early 2019, staff conducted outreach with business and property owners in Cannon Industrial Park near the Marconi/Arcade light rail station, Johnston Industrial Park near the Globe Avenue light rail station, and Erickson Industrial Park near the Swanson light rail station. Based on outreach conducted, City staff developed an initial framework for potential changes to the TOD Ordinance that would encourage existing industrial parks to thrive, while also providing flexibility for other types of land uses that over time may transition into a transit-supportive environment.

On April 2, 2019, City Council reviewed a proposed framework for revising the TOD Ordinance and directed staff to reevaluate the $\frac{1}{4}$ and $\frac{1}{2}$ mile distance from light rail stations and consider revising the TOD Ordinance distance to account for the length of time required to walk and bike from the light rail station to the property instead of “as the crow flies” distance. Attachment 2 illustrates the revised methodology for measuring distance from light rail stations. City Council also reviewed a proposed framework for a new zoning district, the M-T Industrial and Transit-Area Zone, that could be applied to areas that have long-standing industrial uses and lack pedestrian and bicycle infrastructure and neighborhood-serving amenities and services. The new zoning district would permit existing commercial and industrial uses, such as wholesale stores and manufacturing uses to continue to

operate, allow higher-intensity residential, commercial, retail, office, and mixed uses by right, and prohibit auto centric uses, such as car dealerships, gas stations, and drive-through restaurants. Attachment 2 includes highlights of the proposed new zoning district. Attachments 4 and 5 are the redline and clean versions of the proposed ordinance amendments.

Policy Considerations: The 2035 General Plan contains the following policies that provide supporting direction for the Transit-Oriented Development Ordinance Amendments and Rezoning of Parcels:

- **LU 1.1.5: Infill Development.** The City shall promote and provide incentives (e.g., focused infill planning, zoning/rezoning, revised regulations, provision of infrastructure) for infill development, reuse, and growth in existing urbanized areas to enhance community character, optimize City investments in infrastructure and community facilities, support increased transit use, promote pedestrian- and bicycle-friendly neighborhoods, increase housing diversity, ensure integrity of historic districts, and enhance retail viability.
- **LU 2.6.1: Sustainable Development Patterns.** The City shall promote compact development patterns, mixed use, and higher-development intensities that use land efficiently; reduce pollution and automobile dependence and the expenditure of energy and other resources; and facilitate walking, bicycling, and transit use.
- **LU 2.6.2: Transit-Oriented Development.** The City shall actively support and facilitate mixed-use retail, employment, and residential development around existing and future transit stations
- **LU 5.1.2: Centers Served by Transit.** The City shall promote the development of commercial mixed-use centers that are located on existing or planned transit stops in order to facilitate and take advantage of transit service, reduce vehicle trips, and enhance community access.
- **LU 7.2.5: Transitional Uses.** The City shall encourage development of transitional uses (e.g., housing and retail) between industrial areas and transit centers/stops.
- **M 1.2.1: Multimodal Choices.** The City shall develop an integrated, multimodal transportation system that improves the attractiveness of walking, bicycling, and riding transit over time to increase travel choices and aid in achieving a more balanced transportation system and reducing air pollution and greenhouse gas emissions.

Economic Impacts: The revised Transit-Oriented Development Ordinance and Rezoning of Parcels will increase high-density housing and job opportunities and will support existing industrial uses near

light rail stations.

Environmental Considerations: To comply with the California Environmental Quality Act (CEQA), the City has prepared an initial study for the project that concludes that the project would not result in any additional significant environmental effect not previously analyzed in the Master EIR for the City of Sacramento 2035 General Plan, certified by the City on March 3, 2015. Pursuant to Public Resources Code section 21157.1 and CEQA Guidelines section 15177, the project is a subsequent project within the scope of the Master EIR and no additional environmental review or mitigation measures or alternatives is required. The initial study was circulated for a 30-day public review and comment period from November 25, 2019 to December 26, 2019. The Initial Study is available on the City of Sacramento's website:

<https://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>

Sustainability: The proposed revisions to the Transit-Oriented Development Ordinance and Rezoning of Parcels are consistent with General Plan goals and policies to support transit-oriented development and infill development. Allowing housing, commercial and mixed-use by right in industrial areas near light rail stations could lead to a reduced dependence on the use of private automobiles.

Commission/Committee Action: On June 27, 2019, the Planning and Design Commission, and on July 23, 2019, the Law and Legislation Committee reviewed and commented on the proposed Transit-Oriented Development Ordinance Amendments and Rezoning of Parcels.

On December 12, 2019, the Planning and Design Commission recommended the City Council approve the proposed Transit-Oriented Development Ordinance Amendments and Rezoning of Parcels.

On January 7, 2020, the Law and Legislation Committee recommended approval of the proposed Transit-Oriented Development Ordinance Amendments.

Rationale for Recommendation: Revising the TOD Ordinance measuring distance methodology more accurately identifies transit-supportive uses that are within $\frac{1}{4}$ mile or $\frac{1}{2}$ mile walking or biking distance from a light rail station. The proposed new zoning district would permit certain existing commercial and industrial uses to operate near transit stations while encouraging the areas to transition to higher-intensity residential, commercial, and mixed uses that support walkable, transit-oriented districts. The proposed new zone would permit uses that increase transit ridership, such as high-density housing and job-intensive office and retail uses, and prohibit auto-oriented uses, such as drive-through restaurants, auto body shops, and gas stations, and low-intensity employment uses such as mini storage and warehouse uses, within $\frac{1}{4}$ mile from light rail stations.

Financial Considerations: Not applicable.

Local Business Enterprise (LBE): Not applicable.