

City of Sacramento

Legislation Text

File #: 2018-00367, **Version:** 1

Title:
Transit Oriented Development Ordinance

File ID: 2018-00367

Location: Citywide

Recommendation:

Review and provide direction on regulating development near light rail stations.

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Presenter: Marco Gonzalez, Assistant Planner, (916) 808-2027, Community Development Department.

Attachments:

- 1-Description/Analysis
- 2-Policy Options
- 3-Draft Conditional Use Permit Criteria

Description/Analysis

Issue Detail: 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 transit 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. Examples of compatible uses are high density housing and job-intensive office and retail uses.

As part of the City's effort to incentivize transit supportive uses near light rail stations, and to preserve transit areas for appropriate development opportunities, staff is recommending an ordinance to expand the list of uses that would either be prohibited, or require a conditional use permit, when located near light rail stations. Staff is bringing forward three options for discussion (see Attachment

2). Staff is recommending option two, which prohibits certain uses within ¼ mile of a light station, including gas stations and drive-through restaurants, and requires a conditional use permit (CUP) for those same uses and others within ½ mile of a light rail station. A refinement of the CUP findings may also be appropriate. Some suggestions are included in Attachment 3.

The main concern raised during our initial outreach on the ordinance is balancing economic development considerations with the City's goal of incentivizing transit-oriented development. Staff is recommending the inclusion of a list of incentives for projects near light rail stations. Potential incentives include:

- Expedited building review for projects of a certain size
- Eliminate parking minimum for residential and office projects
- Increased allowable heights, densities, and FARs
- Assigned project manager to projects of a certain size
- Reduced minimum unit size for historic landmarks

Policy Considerations: In March of 2015, the City adopted the 2035 General Plan. The 2035 General Plan's goals, policies, and implementation programs define a roadmap to achieving Sacramento's vision, which includes increased mobility and sustainable transportation options for residents.

The proposed Transit Oriented Development Ordinance is consistent with the City's goals and policies as established in the 2035 General Plan. These policies include:

- **LU 1.1.1: Regional Leadership.** The city shall be the regional leader in sustainable development and encourage compact, higher-density development that conserves land resources, protects habitat, supports transit, reduces vehicle trips, improves air quality, conserves energy and water, and diversifies Sacramento's housing stock.
- **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 2.1.3: Complete and Well-Structured Neighborhoods.** The City shall promote the design of complete and well-structured neighborhoods whose physical layout and land use

mix promote walking to services, biking, and transit use; foster community pride; enhance neighborhood identity; ensure public safety; are family-friendly and address the needs of all ages and abilities.

- **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.
- **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: Staff is conducting outreach to Property Based Improvement Districts to discuss the potential economic impacts of regulating in this area.

Environmental Considerations: Once the Law and Legislation Committee provides direction, staff will prepare an ordinance and conduct environmental review.

Sustainability: The Transit Oriented Development Ordinance proposals are consistent with General Plan goals and policies to support Transit Oriented Development (TOD) and infill development.

Regulating in this area will also supports increased high-density housing and job opportunities near light rail stations. Increasing housing densities and uses with intensive job opportunities around public transportation hubs will reduce dependence on the use of private automobiles, reduce vehicle miles traveled (VMT) per household, reduce the use of fossil fuels, improve energy efficiency, reduce carbon dioxide emissions, and help meet air quality standards.

Commission/Committee Action: Not applicable.

Rationale for Recommendation: Not applicable.

Financial Considerations: Not applicable.

Local Business Enterprise (LBE): Not applicable.