



## SACOG Board of Directors

August 11, 2016

### **Approve Action on the Cap-and-Trade Affordable Housing Sustainable Communities (AHSC) Program**

**Issue:** Should SACOG submit regional data supportive of the prioritization of all regional projects competing in Cycle 2 of the AHSC Program to the Strategic Growth Council (SGC)?

**Recommendation:** The Land Use & Natural Resources Committee recommends that the Board approve the prioritization of all regional projects competing in AHSC Cycle 2 and the submittal of regional data for supplemental use in the SGC and MPO consultation process.

**Committee Action/Discussion:** The AHSC funding program is part of the statewide Cap-and-Trade program. AHSC targets awards to projects that facilitate the reduction of GHG emissions by improving mobility options, increasing infill development, and protecting agricultural land from sprawl development. The Cycle 2 competitive program, similar to Cycle 1 created a very narrow field for competitive projects through prescriptive scoring and eligibility criteria. To help project sponsors in the region advance in the process, SACOG staff has been actively engaged in technical assistance since the program's commencement in December 2015. Additionally, the SACOG Board approved an approach to increase regional competitiveness through: (1) SACOG staff's review and prioritization of the submitted projects, and (2) a methodology to evaluate those projects. The latest update on the program and technical assistance efforts was provided in early June. See Attachment A for details on the application and technical assistance processes and Attachment B for overall program structure in the Full Application phase.

#### *SACOG and SGC Next Steps in the AHSC Program Process*

As described in the guidelines, SGC will use the region's prioritization process as a point of consultation focused on understanding where the two processes identify different priority projects. Using the methodology approved in January, SACOG has developed supportive information prioritizing all of the Full Applications in the region; with the goal of capturing what would be our approximate regional fair share. Attachment C provides this detail. Prioritization results are due to SGC at the end of August for consideration. SGC will announce their proposed recommendations for funding awards in September to be followed by Council action.

Approved by:

Mike McKeever  
Chief Executive Officer

MM:RDO:AS:ts  
Attachments

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## AHSC Cycle 2 Parallel Processes

The AHSC program has utilized a two-step application process: (1) a conceptual proposal for consideration and (2) an invitation-only component to advance from a conceptual proposal to a Full Application. As part of the June update, staff notified the board of regional projects invited to advance.

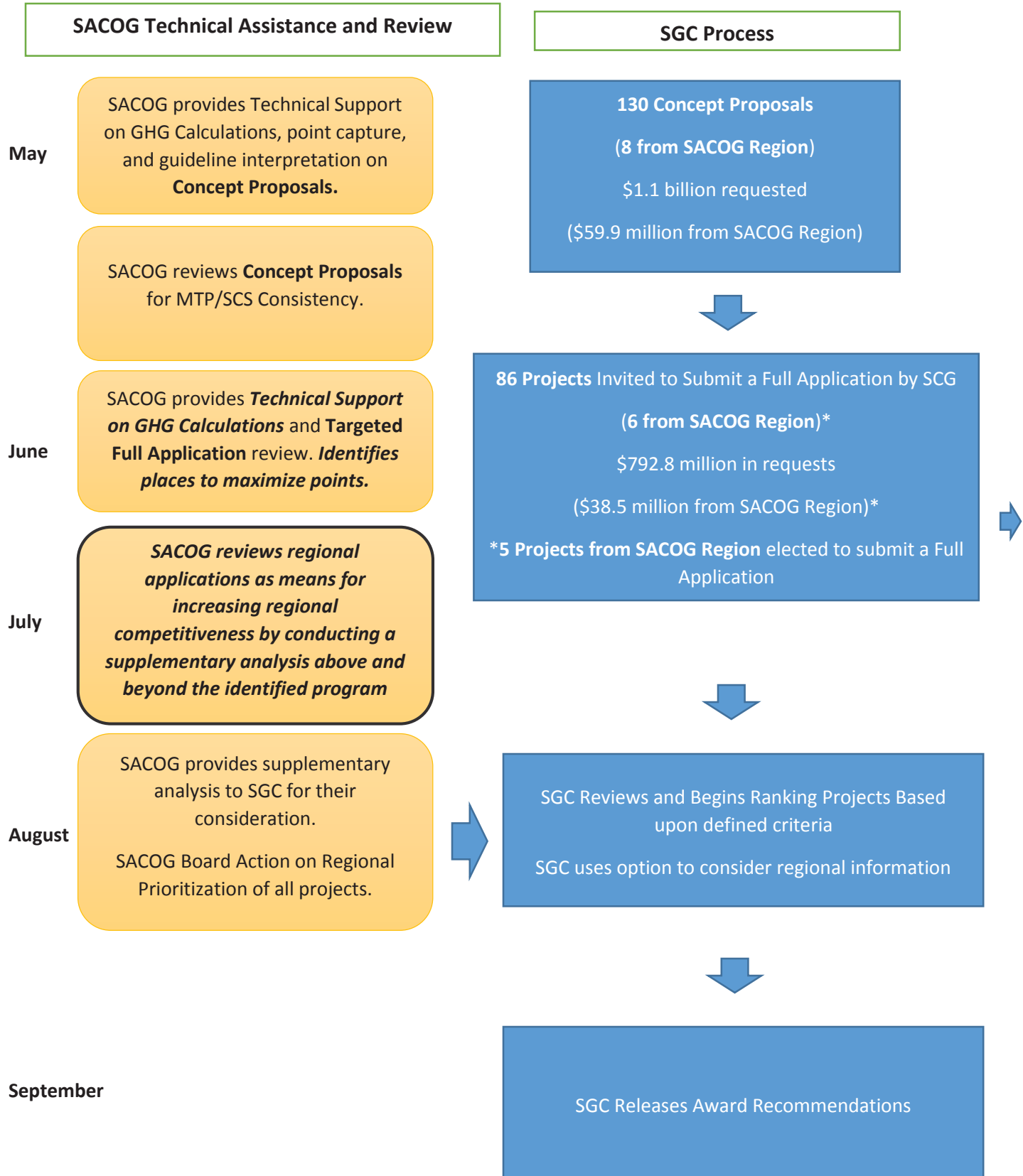
The six projects invited to continue are categorized into three project area types that represent the separate competitive groupings within the scoring criteria that have set funding targets as defined by SGC. These project area types include:

- Transit-Oriented Developments (TOD)
  - Lavender Courtyard located in the city of Sacramento
  - Horizons at New Rancho located in the city of Rancho Cordova
- Integrated Connectivity Projects (ICP)
  - Creekside Affordable Housing located in the city of Davis
  - 623 Vernon Street Apartments & Downtown Pedestrian Bridge located in the city of Roseville (Mercy Housing elected to not continue due to receipt of alternative funding)
- Rural Innovation Project Areas (RIPA)
  - Blue Mountain Terrace located in the city of Winters
  - Esparto Phase IIB located in the community of Esparto in unincorporated Yolo County.

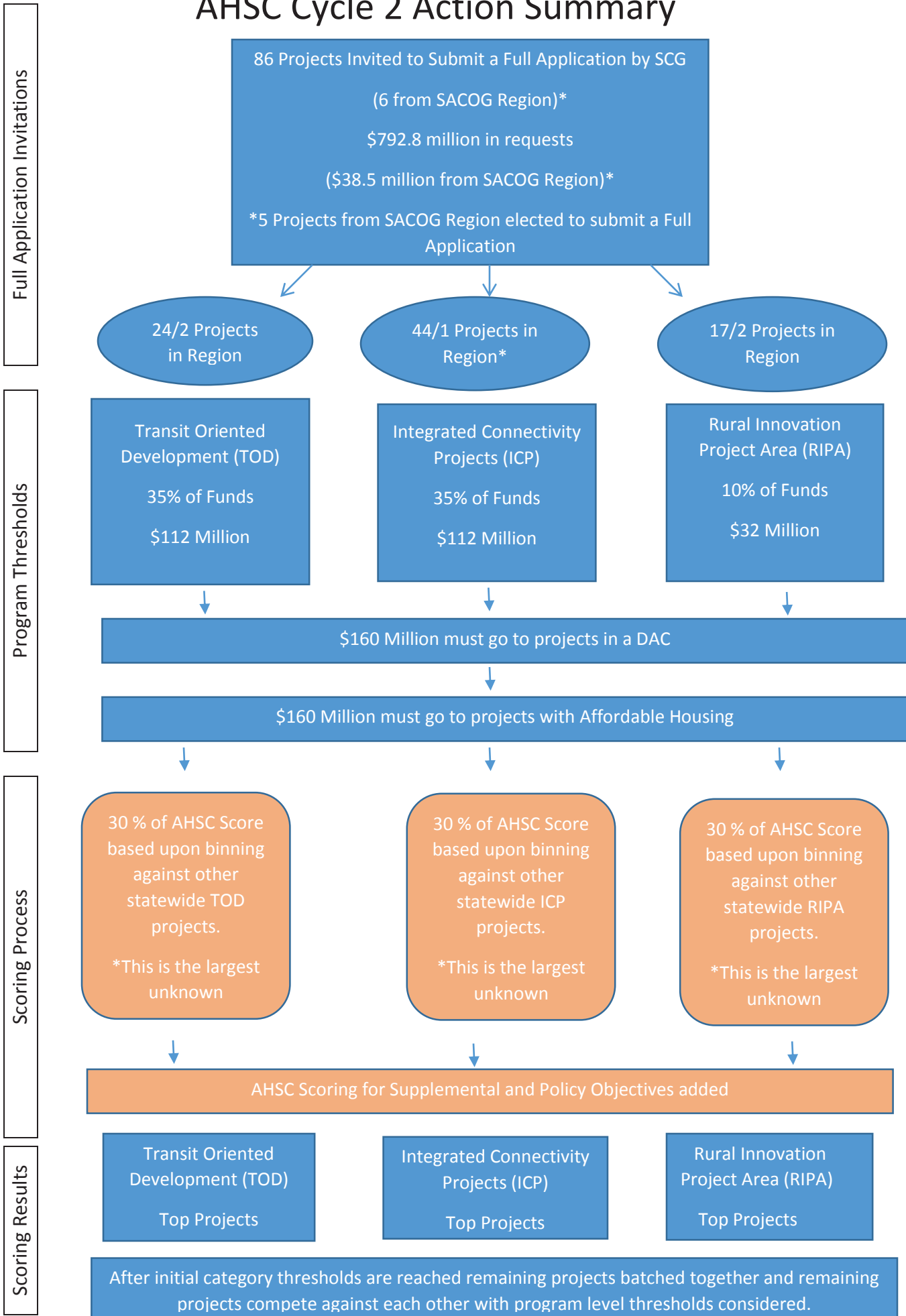
Projects will only compete with others of the same type, with 35 percent of funding targeted for each of the TOD and ICP categories, 10 percent of funding targeted for the RIPA category, and 20 percent remaining that is not allocated by project type. Additionally, there are two projects within areas designated as Disadvantaged Communities, which are targeted to receive about half of the available funding.

The attached diagram outlines SACOG Technical Assistance efforts within this process. Attachment B details the next steps in the process.

# AHSC Cycle 2 Parallel Processes



# AHSC Cycle 2 Action Summary



## ATTACHMENT C

### SACOG REGIONAL AHSC PROJECT REVIEW AND PRIORITIZATION

As described in the Final Affordable Housing Sustainable Communities (AHSC) Guidelines, MPOs may identify and recommend projects that have been invited by the Strategic Growth Council (SGC) to submit a Full Application based on their own process. SACOG is undertaking project review in order to provide comprehensive regional data and resources to supplement the information considered as part of the AHSC scoring criteria and inform AHSC's quantification methodology for Round 3 of the funding program. In January, the SACOG Board approved: (1) SACOG staff's review and prioritization of the submitted projects and (2) the methodology to evaluate the projects. SACOG's approved prioritization methodology is based on the AHSC guidelines scoring criteria and informed by agency data and resources on four main elements as described below: Estimated Greenhouse Gas Emission Reductions, Active Transportation Improvements, Location Efficiency and Access to Destinations, and Implementation of Planning Efforts.

#### **Estimated Greenhouse Gas (GHG) Emissions Reductions**

To better align AHSC's methodology for estimating GHG emissions reductions (including CalEEMod and the Transportation and Connectivity methods) with regionally-focused policy areas, SACOG staff supplemented AHSC's analysis using agency tools and data. Sketch 7 analysis provided a more detailed assessment of the project impacts than was available in CalEEMod, the required tool for assessing GHG emissions. The tool offered a means for evaluating improvements over existing GHG emissions conditions by comparing the vehicle miles traveled for the site to the larger context area, as well as additional supplemental information about transportation accessibility and area use mix and density. This is especially pertinent for an area like the Sacramento region where the regional character ranges from urban to rural and lacks the high average densities, very compact and mixed use urban form, and extensive availability of high-frequency transit that is present in a place like the Bay Area. In the Sacramento region, a single high-density, mixed-use project located near transit can result in vastly significant greenhouse gas emissions benefits as compared to existing conditions.

SACOG staff also analyzed 2008 housing and employment center data from the Metropolitan Transportation Plan/Sustainable Communities Strategy in order to consider additional GHG emissions reductions related to jobs-housing balance and distance from employment centers. This analysis was developed by applying the California Air Resources Board (CARB) methodology to agency data, which resulted in a more comprehensive list of regional central business districts (identifying several employment centers not included in CARB's tool); recalculating project distance from an employment center using the revised list; and entering the new distances into the off-model calculation for GHG emissions reductions outlined in the AHSC quantification methodology. SACOG staff used the same data to evaluate land use projects based on improvement to area jobs-housing balance, applying an additional percentage above the project setting GHG emissions reduction cap for housing projects located in jobs-rich areas.

*Takeaway: SGC should consider Sketch 7 or other tools for evaluating VMT improvements from existing area conditions and regional data related to jobs-housing balance and central business districts as part of Round 3 of the AHSC grant program.*

## **Active Transportation**

SACOG's regional funding programs have shifted focus away from identifying and assessing minimum pedestrian and bicycle infrastructure needs to evaluating the potential utilization of a proposed project and its likelihood of supporting mode shift. To this end, SACOG staff developed a methodology for quantifying network completeness (percentage gap closure), level of connectivity to transit and other key destinations and amenities (considering accessibility and route efficiency), and level of placemaking<sup>1</sup> of the projects.

*Takeaway: SGC should consider active transportation facilities in terms of their contribution to a placemaking strategy that encourages a shift toward active transportation modes and the quantifiable contribution towards an active transportation that directly connects people to key destinations as part of Round 3 of the AHSC grant program.*

## **Location Efficiency and Access to Destinations**

Many California cities do not have a BikeScore available, because the necessary data inputs have not yet been collected by Walkscore.com. Within the Sacramento region, three of the five full applicants do not have a BikeScore available for their project and are therefore disadvantaged by the scoring metric as written in the guidelines. It is important to note that for a given project location, the unavailability of BikeScore does not necessarily imply poor bikeability. Many jurisdictions without a BikeScore are rich in the elements that create bikeability – bike paths and lanes, favorable topography and road connectivity, destinations, and a competitive bike mode share. To fill this data gap for projects within our region, SACOG staff developed an alternative evaluation option for this criteria utilizing agency mode share, accessibility, locational, and existing and proposed bicycle infrastructure data. This methodology awards points based on the same numerical range outlined in the AHSC Guidelines.

*Takeaway: Due to the limitations of the BikeScore application, SGC should consider using SACOG's comprehensive bicycle facilities evaluation criteria to fill in this data gap for Round 3 of the AHSC grant program.*

## **Implementation of Prior Planning Efforts**

In addition to the Transit Priority Areas (TPAs) recognized in the AHSC Guidelines, SACOG has several other regional planning efforts that apply to the scoring criteria related to long range planning, climate adaptation, and corridor plans.

*Takeaway: While regional climate policies and TPAs are included as part of the scoring criteria under the AHSC guidelines, SGC should consider other regional planning areas and efforts (e.g., Blueprint Principles, MTP/SCS community types) for Round 3 of the AHSC grant program.*

## **IMPLEMENTATION OF PRIOR PLANNING EFFORTS**

The following handouts detail the supportive information provided by SACOG for the five AHSC Full Applications. Each handout includes detail about how the proposed project implements the Blueprint principles. This high-level evaluation was conducted using only the materials provided as part of the Full Application to AHSC and is based solely on the application of the Blueprint principles. It does not include

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<sup>1</sup> Placemaking is defined as a combination of strategies (e. g. zoning, context-sensitive design standards, planned infrastructure, etc.) that lead to a built environment where walking and biking can become a primary mode for shorter distance trips.

an analysis of the Blueprint Preferred Alternative conceptual map. This evaluation is intended to be interpreted and used as a concept-level illustration of the growth principles and, for this reason, cannot be applied at a parcel level.

The handouts also describe the results of SACOG's review of each project within the four AHSC scoring criteria elements of focus. This review was generally conducted on a high to low scale, indicated on the handouts as follows:

Does not meet criteria    Low    Medium    High

The results of SACOG's review prioritize all of the Full Applications in the region, as they were all determined to be strong applications for the statewide competition.



## Lavender Courtyard (TOD)

**AHSC grant funding request: \$5,623,287**

Lavender Courtyard is a transit-oriented development located at 16th and F Streets in downtown Sacramento that includes a four-story mixed-use development of 53 housing units and 850 square feet of neighborhood-serving commercial space. The project promotes environmentally-friendly practices by including green building features. The project also includes the installation of bike lanes, cross walks, sidewalk accessibility ramps, and pedestrian count down signal indicators to support sustainable modes of transportation.

Lavender Courtyard is supportive of the Blueprint Principles. The infill project utilizes existing redevelopment opportunities to bring housing to an employment-rich area of downtown. By including both residential and commercial uses on-site, Lavender Courtyard creates a mixed use, compact urban setting that also has important travel reduction benefits. A variety of housing options is an important means of increasing quality of life and providing for the needs of all subsets of the population; the project provides high-density, attached housing products for low-income residents. Lavender Courtyard supports transportation choice by completing the existing active transportation network in the immediate area and including other bicycle and pedestrian-focused amenities to encourage alternative modes of transportation in a destination-rich area.

### SACOG's Regional AHSC Project Review

#### Estimated Greenhouse Gas (GHG) Emissions Reductions

- Improves automobile and transit accessibility and increases area residential density. ●
- Improves jobs-housing balance by adding housing units to a jobs-rich area (5% GHG cap increase under AHSC Scoring Criteria a[1-4]). ●
- Improved distance from a CBD using SACOG's methodology (0.2% GHG cap increase under AHSC Scoring Criteria a[1-4]). ●

#### Active Transportation

- Completes an active transportation network near the site and provides connections to key destinations (high gap closure). ●
- Creates more direct connections to transit and key destinations than the current street network and active transportation amenities provide (high level of connectivity). ●
- Creates more direct active transportation facilities in an area where destinations are near enough to be conveniently walked or biked to (high level of placemaking). ●

#### Location Efficiency and Access to Destinations

- Provides highly efficient bicycle/pedestrian access (3 points under AHSC Scoring Criteria g[1], self-score confirmed). ●

#### Implementation of Prior Planning Efforts

- Located within a TPA (1 point under AHSC Scoring Criteria k[1], self-score confirmed). ●
- Includes climate mitigation features and/or adaptation efforts implementing the regional Transportation Climate Action Plan (1 point under AHSC Scoring Criteria k[2], self-score confirmed). ●





## Horizons at New Rancho (TOD)

**AHSC grant funding request: \$5,965,068**

Horizons at New Rancho is a transit-oriented development located at 2738 Woodberry Avenue in the city of Rancho Cordova that consists of 48 housing units. The project will be constructed to Green Point certified standards to promote sustainability, incorporating both energy- and water-efficient design features. The project will also convert an underutilized cut-through alley to Folsom Boulevard adjacent to the site into a verdant pedestrian path with a living wall, public seating, and stormwater features; provide decorative crossings; and relocate the existing bus stop to the entrance of the cut-through alley for direct access.

Horizons at New Rancho is supportive of the Blueprint Principles. Suburban residential infill is an essential strategy for using existing assets efficiently, reducing vehicle miles traveled, and conserving natural resources at the urban edge. By providing high-density housing products for low-income seniors, the project supports both compact development and housing choice and diversity. Additionally, the project's attached apartments are a housing product in short supply in the region and near regional job centers such as Rancho Cordova. The pedestrian path and bus stop relocation will promote transportation choice by encouraging residents to walk and take transit.

### SACOG's Regional AHSC Project Review

#### Estimated Greenhouse Gas (GHG) Emissions Reductions

- Improves automobile and transit accessibility and increases area residential density. ●
- Improves jobs-housing balance by adding housing units to a jobs-rich area (5% GHG cap increase under AHSC Scoring Criteria a[1-4]). ●

#### Active Transportation

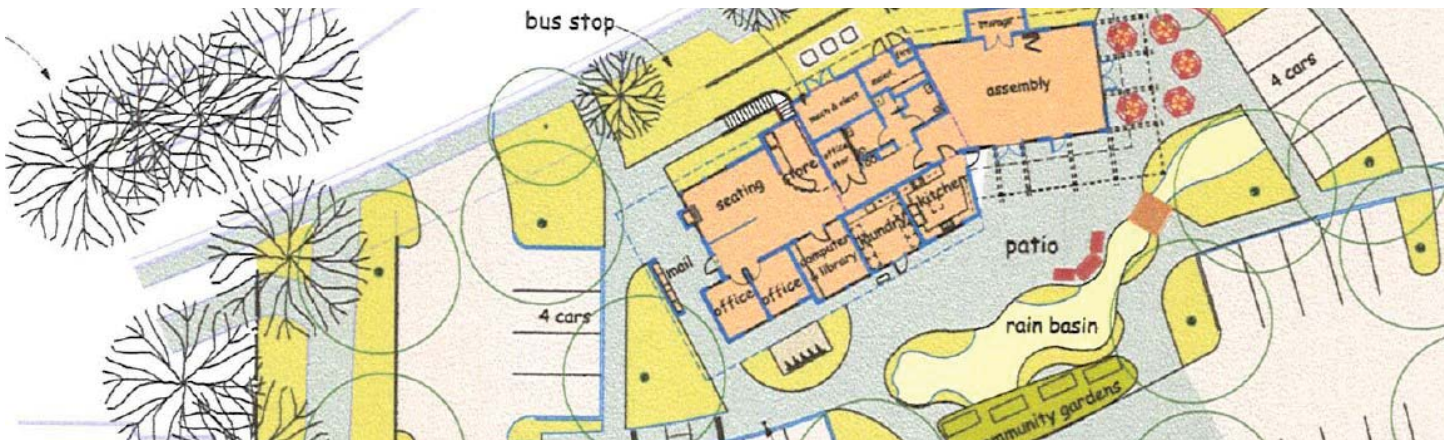
- Includes a complete existing pedestrian network, completes the bicycle network, and provides connections to key destinations, but does not plan for site-adjacent active transportation facilities (medium gap closure). ●
- Creates more direct connections to transit and key destinations than the current street network and active transportation amenities provide (high level of connectivity). ●
- Creates more direct active transportation facilities in an area where destinations are near enough to be conveniently walked or biked to (high level of placemaking). ●

#### Location Efficiency and Access to Destinations

- Provides efficient bicycle/pedestrian access (1 point above AHSC Scoring Criteria g[1] for WalkScore gap). ○

#### Implementation of Prior Planning Efforts

- Located within a TPA (1 point under AHSC Scoring Criteria k[1], self-score confirmed). ●
- Includes climate mitigation features and/or adaptation efforts implementing the regional Transportation Climate Action Plan (1 point under AHSC Scoring Criteria k[2], self-score confirmed). ●
- Located within a Center/Corridor community type as described in the MTP/SCS (0.25 points under AHSC Scoring Criteria k[4], self-score confirmed). ●



## Creekside Affordable Housing (ICP)

### AHSC grant funding request: \$11,881,748

Creekside Affordable Housing is a 90-unit housing project located at 2990 Fifth Street in the city of Davis.

The development is designed to be zero net-energy, providing a suite of highly energy-efficient features. The project also consists of bus shelter improvements and a program providing transit passes to residents, as well as educational and marketing materials and events promoting the use of alternative transportation modes. Associated active transportation improvements include the addition of a bicycle lane, installation of pedestrian crosswalk signals, wayfinding signage along area walking paths, and urban greening improvements to an adjacent existing bike path.

Creekside Affordable Housing is supportive of the Blueprint Principles. Growth accommodated within the project itself means there is less growth that needs to be accommodated at the urban edge, conserving natural resources. The high-density infill project uses existing resources efficiently, while creating a more compactly-built environment that encourages more walking, biking, and public transit use. Creekside Affordable Housing also includes attached units offering a variety of housing opportunities for homeless, low-income, and disabled populations for whom finding housing close to work may be challenging. Finally, Creekside Affordable Housing includes bicycle, pedestrian, and transit features that are illustrative of transportation choice.

### SACOG's Regional AHSC Project Review

#### Estimated Greenhouse Gas (GHG) Emissions Reductions

- Improves automobile and transit accessibility and increases area residential density. ●
- Improved distance from a CBD using SACOG's methodology (1.5% GHG cap increase under AHSC Scoring Criteria a[1-4]). ●

#### Active Transportation

- Completes an active transportation network near the site and provides connections to key destinations (high gap closure). ●
- Creates more direct connections to transit and key destinations than the current street network and active transportation amenities provide (high level of connectivity). ●
- Creates more direct active transportation facilities in an area where destinations are near enough to be conveniently walked or biked to (high level of placemaking). ●

#### Location Efficiency and Access to Destinations

- Provides highly efficient bicycle/pedestrian access (3 points under AHSC Scoring Criteria g[1], confirming self-score). ●

#### Implementation of Prior Planning Efforts

- Located within a TPA (1 point under AHSC Scoring Criteria k[1], confirming self-score). ●
- Includes climate mitigation features and/or adaptation efforts implementing the regional Transportation Climate Action Plan (1 point under AHSC Scoring Criteria k[2], confirming self-score). ●



## Blue Mountain Terrace (RIPA)

**AHSC grant funding request: \$2,846,184**

Blue Mountain Terrace includes 63 housing units and a 6,000 square foot senior center located in the downtown area of the rural city of Winters. Blue Mountain Terrace promotes resource conservation through green building features that maximize energy- and water-efficiency. The project also includes an innovative flexible transit program which will be operated by the City of Winters. A Sprinter-style bus will provide a weekly short-trip transit opportunity for underserved Winters residents looking to access a variety of amenities and services.

Blue Mountain Terrace is supportive of the Blueprint Principles. Compact and mixed-use developments such as this one, can help create active, vital neighborhoods that encourage residents and visitors to walk, bike, and use public transit. Blue Mountain Terrace also includes an attached senior housing product that supports housing choice and diversity in an area where these opportunities have been historically low. By developing on an infill site, the project utilizes existing resources more efficiently to preserve agricultural lands and the community's distinct heritage. Finally, the project promotes mode shift and accessibility by providing transit service in Winters, leveraging funds to bring portions of the City of Winters' Complete Streets Concept Plan to fruition, and locating near existing and future amenities (e.g., health clinic).

### SACOG's Regional AHSC Project Review

#### Estimated Greenhouse Gas (GHG) Emissions Reductions

- Results in household vehicle miles traveled lower than that of the existing surrounding area (5% GHG cap increase under AHSC Scoring Criteria a[1-4]). ●
- Improves automobile and transit accessibility and increases area residential density. ●

#### Active Transportation

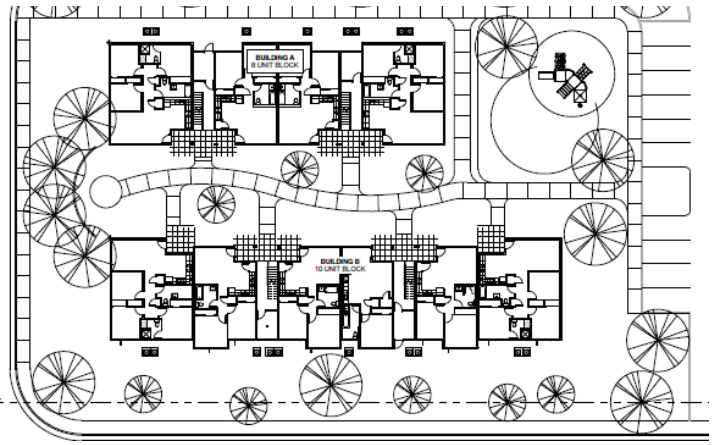
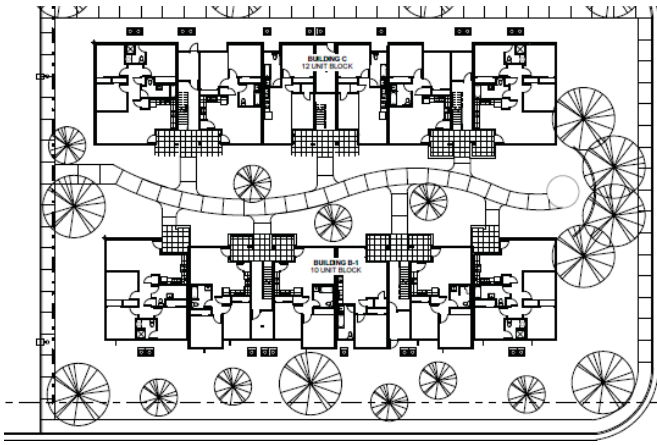
- Completes sidewalk network near the site and provides connections to key destinations, yet includes remaining network gaps beyond a quarter-mile due to rural character (low gap closure). ○
- Creates more direct connections to transit and key destinations than the current street network and active transportation amenities provide (high level of connectivity). ●
- Creates more direct active transportation facilities in an area where destinations are near enough to be conveniently walked or biked to (high level of placemaking). ●

#### Location Efficiency and Access to Destinations

- Provides efficient bicycle/pedestrian access (1 point above AHSC Scoring Criteria g[1] for WalkScore gap). ○

#### Implementation of Prior Planning Efforts

- Located outside of a TPA (-1 point under AHSC Scoring Criteria k[1], negating self-score). Due to the nature of the RIPA category itself, these rural areas lack the high frequency transit necessary to be defined as a TPA. ●
- Includes climate mitigation features and/or adaptation efforts implementing the regional Transportation Climate Action Plan (1 point under AHSC Scoring Criteria k[2], confirming self-score). ●



## Esparto Phase IIB (RIPA)

**AHSC grant funding request: \$4,191,533**

Esparto Phase IIB includes 46 housing units and a community medical clinic in the rural community of Esparto in Yolo County. The project will be constructed to Green Point certified standards to promote sustainability, incorporating both energy- and water-efficient design features. The project will also provide monthly Yolo bus passes to residents and install sidewalks on a portion of Grafton Street, the east-west axis of town linking the elementary school and main daycare facility to the main bus stop, the public library, and the development site.

Esparto Phase IIB is supportive of the Blueprint Principles. By developing on an infill site, Esparto Phase IIB utilizes existing resources more efficiently to accommodate growth within the existing development footprint, resulting in the conservation of surrounding agricultural lands. The multifamily housing products will be affordable to households with very low incomes – creating housing choice and opportunity for families, seniors, and young people. By providing bus passes that encourage residents to utilize existing transit and constructing new sidewalks connecting key destinations, Esparto Phase IIB will support mode shift and reduce the number and length of household automobile trips.

### SACOG's Regional AHSC Project Review

#### Estimated Greenhouse Gas (GHG) Emissions Reductions

- Improves automobile and transit accessibility and increases area residential density. ●

#### Active Transportation

- Completes sidewalk network near the site and provides connections to key destinations, yet includes remaining network gaps beyond a quarter-mile due to rural character (low gap closure). ○
- Creates more direct connections to transit and key destinations than the current street network and active transportation amenities provide (high level of connectivity). ●
- Creates more direct active transportation facilities in an area where destinations are near enough to be conveniently walked or biked to (high level of placemaking). ●

#### Location Efficiency and Access to Destinations

- Provides efficient bicycle/pedestrian access (1 point above AHSC Scoring Criteria g[1] for WalkScore gap). ○

#### Implementation of Prior Planning Efforts

- Located outside of a TPA (-1 point under AHSC Scoring Criteria k[1], negating self-score). Due to the nature of the RIPA category itself, these rural areas lack the high frequency transit necessary to be defined as a TPA. ●
- Includes climate mitigation features and/or adaptation efforts implementing the regional Transportation Climate Action Plan (1 point under AHSC Scoring Criteria k[2], confirming self-score). ●