



SACOG Board of Directors

Board of Directors Regular Meeting

Meeting Date: 9/20/2018

Agenda Item No.: 2018-

September-15.

Subject: Blueprint Implementation Activities (Est. time: 0 minutes)

Receive and File

Prepared by: Jennifer Hargrove

Approved by: James Corless

Attachments: Yes

1. Issue:

Update on SACOG's Blueprint implementation land use activities.

2. Recommendation:

None, this item is for information only.

3. Background/Analysis:

The purpose of this item is to regularly inform the board of SACOG land use related activities in support of local implementation of the Blueprint principles. SACOG conducts the following Blueprint Implementation Land Use Activities in response to requests from member agencies and/or developers or non-governmental organizations: 1) provision of data and/or technical support to member agencies implementing the Blueprint; 2) review and comment on development proposals regarding their consistency with the Blueprint principles or the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS); and 3) educational presentations on the Blueprint.

4. Discussion/Analysis:

In June and July, SACOG staff conducted the following Blueprint Implementation land use activities:

- At the request of Rancho Cordova, provided staff comments on the proposed Quick Quack Car Wash application location on Folsom Boulevard (Attachment A).
- At the request of the City of Davis, provided public testimony for the Davis Live project at the Davis City Council.
- At the request of the County of Sacramento, provided staff comments on the proposed Orange Grove Apartments project (Attachment B).
- Hosted a kick-off meeting with local agency planning staff to discuss the Regional

Housing Needs Allocation (RHNA) process that will start in earnest next year. Staff from the California Department of Housing and Community Development were invited and provided information on: housing law changes from the 2017 state legislative housing package, the timeline for the cycle six RHNA process, the MTP/SCS and RHNA connection, and a review of the housing related work SACOG is doing. Twenty-five of the twenty-eight member agencies participated in the meeting.

5. Fiscal Impact/Grant Information:

This program is budgeted in SACOG's adopted Fiscal Year 2018-2019 Overall Work Plan (OWP) and budget.

6. This staff report aligns with the following SACOG Work Plan Goals:

3. Assist Economic Development Strategies

ATTACHMENTS:

Description

Attachment A: Rancho Cordova Quick Quack

Attachment B: Sacramento County Orange Grove

June 18, 2018

Ms. Darcy Goulart
City of Rancho Cordova Planning Department
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Re: Planning Entitlement Application for Quick Quack Car Wash on Folsom Boulevard
between Zinfandel Drive and Don Juan Drive (DD9801))

Dear Ms. Goulart,

Thank you for the inviting SACOG's comments on the Condition Use Permit and Minor
Design Review Application for Quick Quack Car Wash on Folsom Boulevard between
Zinfandel Drive and Don Juan Drive.

SACOG monitors development activity throughout the region and will, at times, comment
on proposed development projects regarding their consistency with the Blueprint
principles or the Metropolitan Transportation Plan/Sustainable Communities Strategy
(MTP/SCS).

In 2016, SACOG adopted the Metropolitan Transportation Plan/Sustainable Communities
Strategy (MTP/SCS). This is the region's second MTP to include a Sustainable Communities
Strategy as required by SB 375, and it is the third MTP adopted since the SACOG Board
adopted the Blueprint in 2004. It is, therefore, the third MTP to proactively link land use, air
quality, and transportation needs in the region. The MTP/SCS must be based on the most
likely land use pattern to be built over a 20+ year planning period, and it must conform with
federal and state air quality regulations. The foundation for the MTP/SCS land use forecast
is local government general plans, specific plans, and local policies and regulations. Other
market and regulatory/policy variables are also considered.

The Blueprint vision is a complimentary regional planning effort. The Blueprint is based on
the principles of smart growth and is intended to give a general direction for how the region
should develop to reap the benefits of the Blueprint Preferred Scenario. The Blueprint's
benefits of reduced vehicle miles traveled, housing to meet the needs of all residents,
increased access to jobs and services, more transportation choices, and improved air quality
and overall quality of life are the same as the performance goals the MTP/SCS strives to
achieve. Implementation of the SCS and the Blueprint depends on the efforts of cities and
counties to implement that vision through local plans and projects. The City of Rancho
Cordova was an early implementer of the Blueprint Vision with its General Plan and Folsom
Boulevard Specific Plan.

The City of Rancho Cordova's General Plan and Folsom Boulevard Specific Plan (FBSP) are examples of plans that are aligned well with the Blueprint and MTP/SCS. Implementation of these plans will help the City and the region achieve the goals noted above. Specifically, the General Plan includes policies to support and facilitate transit-oriented development at all light rail stations and the MTP/SCS assumes that the City will actively implement these policies.

The proposed project is located within a quarter-mile of two light rail stations, along a major corridor in the City's Downtown Planning Area. Light rail is a regional asset and land within a ½ mile of light rail stations is limited. Given the superior transportation performance of these areas, the land use and design decisions in these areas are critical for the region to achieve the air quality, greenhouse gas reduction, and transportation goals of the MTP/SCS. Compared to the balance of the region, people who live or work within one-quarter mile of light rail use transit at a rate 8 to 9 times higher and walk or bike at a rate 2 to 3 times higher. Auto-oriented uses (such as car washes) near light rail stations contradict both the density and walkability needed to support transit use. Building this type of low-density, automobile-oriented uses in light rail station areas is a lost opportunity for the entire region. We understand that the existing conditions and market conditions of every light rail station area are unique and may not always be conducive to building high-density housing and commercial projects today. However, a density of people and an environment that facilitates and encourages walking, biking, and transit use are the touchstones of transit-oriented development and are things that projects in every light rail station area should contribute to. Auto-oriented uses, such as the car wash proposed in this application, are an attraction for cars, not people, and discourage the use of light rail to or from the area.

Locating this type of auto-focused use adjacent to light rail stations also hinders the ability of Regional Transit to achieve greater fare box revenues that would facilitate better maintenance of the current system and expansion for more riders in the future. The City's own General Plan policies for transit supportive land use patterns state the City shall promote higher density and intensity land uses that support transit within one-half mile of major transit stations and that transit routes should coincide with major destinations for employment, shopping, major institutions, and multi-family housing (Policy 1.7 and Action 3.1.1). Additionally, the Folsom Boulevard Specific Plan (FBSP) states that the plan, "seeks to increase pedestrian, bicycle, and transit trips to, from, and through the area". For all of these reasons, we do not support this proposed Quick Quack car wash application at this location. We encourage the City to work with the applicant on finding an alternate location that is not in close proximity to light rail.

Also, we would like to see the City strengthen its TOD (transit-oriented development) policies. Strong, clear policies, help implementation. The City of Folsom is currently updating their General Plan and one of the changes is a new section on Transit-Oriented Development that includes a significant number of new policies and strategies for TOD in the City. The City of Sacramento is just beginning their next General Plan update and are committed to strengthening their efforts related to TOD as well. SACOG, in partnership with Sac RT, received a grant earlier this year to develop a TOD Action Plan for the region. That action plan will be focused on light rail stations and other major transit stops. The project is getting started this summer and we will be reaching out to the City to be an active partner and participant in that project. If you have any additional questions, please contact me at (916) 340-6265 or klizon@sacog.org.

Sincerely,


Kacey Lizon
Planning Manager

July 17, 2018

Mr. David Oulrey
Department of Community Development
Planning and Environmental Review Division
827 7th Street, Room 225
Sacramento, CA 95814

Re: Orange Grove Apartments (DRCP2018-00063)

Dear Mr. Oulrey:

Thank you for inviting SACOG's comments on the project application for the Orange Grove Apartment project (DRCP2018-00063). The project area is part of SACOG's 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy (2016 MTP/SCS) and longer-term Blueprint Vision. The area is included in the Center and Corridor Community Type in the 2016 MTP/SCS. In the unincorporated county, the MTP/SCS forecasts 18,747 new housing units and 37,931 new employees within Center and Corridor Communities by 2036. The project is also located in a Transit Priority Area (TPA), as defined by the MTP/SCS. These are areas of the region within one-half mile of an existing or planned major transit stop or high-quality transit corridor included in the MTP/SCS.

The MTP/SCS is measured by a number of performance outcomes. Specific to transportation outcomes, the plan increases travel efficiency and multi-modal travel, and reduces congestion and vehicle miles traveled (VMT). Together, these outcomes lead to improved air quality. These performance outcomes are a direct result of the relationship between land use and transportation. Areas in the MTP/SCS designated as Center and Corridor Communities, and specifically those that are near high-quality transit, provide the most travel choice and have the most potential for higher density development of any Community Type. In summary, the positive quality of life benefits that the MTP/SCS and Blueprint achieve are dependent on infill projects such as this one.

If you have additional questions, please feel free to contact me.

Sincerely,



Jennifer Hargrove
Senior Planner