



REPORT TO COUNCIL

City of Sacramento

915 I Street, Sacramento, CA 95814-2604
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Public Hearing
December 12, 2006

**Honorable Mayor and
 Members of the City Council**

**Title: Transit Village Development District/Plan Designation at Richards
 Boulevard Area**

Location/Council District: East of Sacramento River, South of American River, North of the Railyards area in Downtown Sacramento - Council District 1

Recommendation: Conduct a public hearing and upon conclusion, adopt a **Resolution** designating the Richards Boulevard Transit Village Development District and declaring a portion of the Richards Boulevard Area Plan as the Richards Boulevard Transit Village Plan.

Contact: Fedolia "Sparky" Harris, Senior Planner, Department of Planning, 808-2996;
 Jeeseong Chung, Assistant Planner, Department of Planning, 808-8683

Presenters: Jeeseong Chung, Assistant Planner

Department: Planning

Division: Long Range Planning

Organization No: 4912

Description/Analysis:

Issue: Territory within a transit village development district for which a transit village plan has been adopted is eligible for "transit-oriented" development transportation funding. Portions of the Richards Boulevard Area Plan are located within a ¼ mile of transit stations and qualify to be included in a transit village development district. In addition, under Government Code section 65460.11, the City Council may declare portions of the Richards Boulevard Area Plan as a transit village plan if it acts prior to December 31, 2006. Establishing the district and adopting the plan will make the area eligible for current and future "transit oriented development" transportation funding.

Policy Considerations: Designating the Richards Boulevard development area as a transit village development district and the Richards Boulevard Area Plan as a transit village plan is consistent with the following goals of the City's Strategic Plan: 1) achieve sustainability and livability; 2) increase opportunities for all Sacramento residents to live in safe and affordable housing; and, 3) expand economic development throughout the City.

Environmental Considerations: Approval of the resolution to designate the Richards Boulevard development area as a transit village development district and the Richards Boulevard Area Plan as a transit village plan does not have the potential to cause a significant negative effect on the environment and is, therefore, exempt under CEQA Guidelines, Categorical Exemption Section 15061(b)(3) of the California Environmental Quality Act. However, development within the Richards Boulevard area will be subject to environmental evaluation under CEQA Guidelines.

Rationale for Recommendation: The Richards Boulevard development area located within a quarter mile of the proposed light rail stations (Richards Station and Railyards Station) qualifies as a transit village development district as defined in Government Code section 65460.4.

Under Government Code section 65460.2, a transit village plan adopted for a transit village development district is to address a list of characteristics that are aimed at making development around the transit station convenient and attractive to the use of transit. In addition, the plan must demonstrate at least five of thirteen specific benefits (see Attachment 1) to the public beyond an increase in transit usage. The existing Richards Boulevard Area Plan, adopted on December 13, 1994 (Resolution no. 94-736) satisfies these characteristics and five of the thirteen public benefit criteria and, therefore, is eligible to be declared a transit village plan.

Designating the Richards Boulevard development area as a transit village development district is also consistent with the ongoing planning efforts by the City for North of Richards Boulevard between 5th and 7th street. In addition, it will enhance the transit-oriented development efforts on the Richards Boulevard area by extending the transit-oriented land use patterns from Railyards to the Richards Boulevard development area.

Financial Considerations: Approval of the resolution will have no direct financial impacts.

Emerging Small Business Development (ESBD): The ESBD requirements do not apply to this subject.

Approved by: 
Carol Shearly
Director of Planning

Recommendation Approved:

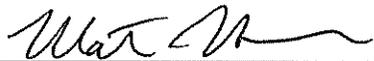

RAY KERRIDGE
City Manager

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Attachment 1

BACKGROUND

California's Transit Village Development Planning Act of 1994 ("Act"), Government Code section 65460 et seq., was enacted to promote transit ridership within the state and to reduce vehicle traffic on highways. To achieve this goal, the Act allows cities to designate land "within not more than a quarter mile of the exterior boundary of the parcel on which is located a transit station" as transit village development district (Government Code section 65460.4). In establishing a transit village development district at the Richards Boulevard Area, the City will be eligible for increased transportation funding and assistance from the Office of Permit Assistance to establish an expedited permit process.

Under Government Code Section 65460.2, a city or a county may prepare a transit village plan for a transit village development district that addresses the following characteristics:

- (a) A neighborhood centered around a transit station that is planned and designed so that residents, workers, shoppers, and others find it convenient and attractive to patronize transit.
- (b) A mix of housing types, including apartments, within not more than a quarter mile of the exterior boundary of the parcel on which the transit station is located.
- (c) Other land uses, including a retail district oriented to the transit station and civic uses, including day care centers and libraries.
- (d) Pedestrian and bicycle access to the transit station, with attractively designed and landscaped pathways.
- (e) A transit system that should encourage and facilitate intermodal service, and access by modes other than single occupant vehicles.
- (f) Demonstrable public benefits beyond the increase in transit usage, including any five of the following (*bold font reflects the public benefits of the Richards Boulevard area*):

- (1) Relief of traffic congestion,**
- (2) Improved air quality,**
- (3) Increased transit revenue yields,
- (4) Increased stock of affordable housing,
- (5) Redevelopment of depressed and marginal inner-city neighborhoods,
- (6) Live-travel options for transit-needy groups,
- (7) Promotion of infill development and preservation of natural resources,**
- (8) Promotion of a safe, attractive, pedestrian-friendly environment around transit stations,**

- (9) Reduction of the need for additional travel by providing for the sale of goods and services at transit stations,
- (10) Promotion of job opportunities,
- (11) Improved cost-effectiveness through the use of the existing infrastructure,
- (12) Increased sales and property tax revenue, and**
- (13) Reduction in energy consumption.

(g) Sites where a density bonus of at least 25 percent may be granted pursuant to specified performance standards.

(h) Other provisions that may be necessary, based on the report prepared pursuant to subdivision (b) of former Section 14045, as enacted by Section 3 of Chapter 1304 of the Statutes of 1990.

Government Code section 65460.11 allows a city to declare any portion of a specific plan or redevelopment plan adopted prior to January 1, 2006 and that meets the requirements of section 65460.2, a transit village plan.

The existing Richards Boulevard Area Plan, adopted on December 13, 1994 (Resolution no. 94-736) meets these requirements. The Plan focuses on transit-oriented development, with an emphasis on improving transit infrastructure in the area and providing various housing types, retail stores, and job opportunities near transit stations. The principal objective and opportunity presented by the redevelopment of the Richards Boulevard area is the creation of a mixed-use district of office, residential and commercial uses oriented to transit. (Richards Boulevard Area Plan, p. 22) Another objective contained in the Richards Boulevard Area Plan is to "Configure land uses and development intensity in a way that reinforces transit ridership and support public investment in transit facilities." (Richards Boulevard Area Plan, p. 32)

The current proposal for the Richards Boulevard area (Township 9) includes 2,724 residential units, over 69,000 square feet of retail and approximately 17.33 of open space near the future light rail stations along Richards Boulevard. (see Exhibit A). Adoption of the new plan, therefore, would be consistent with the designation of the area as a transit village development district.

In accordance with Government Code section 65460.11, a public notice was placed in the Daily Recorder a minimum of 10 days prior to the City Council public hearing date (December 12, 2006).

ATTACHMENT 2

CALIFORNIA CODES
GOVERNMENT CODE
SECTION 65460-65460.11

65460. This act shall be known, and may be cited, as the Transit Village Development Planning Act of 1994.

65460.1. (a) The Legislature hereby finds and declares all of the following:

(1) Federal, state, and local governments in California are investing in new and expanded transit systems in areas throughout the state, including Los Angeles County, the San Francisco Bay area, San Diego County, Santa Clara County, and Sacramento County.

(2) This public investment in transit is unrivaled in the state's history and represents well over ten billion dollars (\$10,000,000,000) in planned investment alone.

(3) Recent studies of transit ridership in California indicate that persons who live within a quarter-mile radius of transit stations utilize the transit system in far greater numbers than does the general public living elsewhere.

(4) The use of transit by persons living near transit stations is particularly important given the decline of transit ridership in California between 1980 and 1990. Transit's share of commute trips dropped in all California metropolitan areas--greater Los Angeles: 5.4 percent to 4.8 percent; San Francisco Bay area: 11.9 percent to 10.0 percent; San Diego: 3.7 percent to 3.6 percent; Sacramento: 3.7 percent to 2.5 percent.

(5) Only a few transit stations in California have any concentration of housing proximate to the station.

(6) Interest in clustering housing and commercial development around transit stations, called transit villages, has gained momentum in recent years.

(b) For purposes of this article, the following definitions shall apply:

(1) "Bus hub" means an intersection of three or more bus routes, with a minimum route headway of 10 minutes during peak hours.

(2) "District" means a transit village development district as defined in Section 65460.4.

(3) "Peak hours" means the time between 7 a.m. to 10 a.m., inclusive, and 3 p.m. to 7 p.m., inclusive, Monday through Friday.

(4) "Transit station" means a rail or light-rail station, ferry terminal, bus hub, or bus transfer station.

65460.2. A city or county may prepare a transit village plan for a transit village development district that addresses the following characteristics:

(a) A neighborhood centered around a transit station that is planned and designed so that residents, workers, shoppers, and others find it convenient and attractive to patronize transit.

(b) A mix of housing types, including apartments, within not more than a quarter mile of the exterior boundary of the parcel on which the transit station is located.

(c) Other land uses, including a retail district oriented to the transit station and civic uses, including day care centers and libraries.

(d) Pedestrian and bicycle access to the transit station, with attractively designed and landscaped pathways.

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(e) A transit system that should encourage and facilitate intermodal service, and access by modes other than single occupant vehicles.

(f) Demonstrable public benefits beyond the increase in transit usage, including any five of the following:

- (1) Relief of traffic congestion.
- (2) Improved air quality.
- (3) Increased transit revenue yields.
- (4) Increased stock of affordable housing.
- (5) Redevelopment of depressed and marginal inner-city neighborhoods.

(6) Live-travel options for transit-needy groups.

(7) Promotion of infill development and preservation of natural resources.

(8) Promotion of a safe, attractive, pedestrian-friendly environment around transit stations.

(9) Reduction of the need for additional travel by providing for the sale of goods and services at transit stations.

(10) Promotion of job opportunities.

(11) Improved cost-effectiveness through the use of the existing infrastructure.

(12) Increased sales and property tax revenue.

(13) Reduction in energy consumption.

(g) Sites where a density bonus of at least 25 percent may be granted pursuant to specified performance standards.

(h) Other provisions that may be necessary, based on the report prepared pursuant to subdivision (b) of former Section 14045, as enacted by Section 3 of Chapter 1304 of the Statutes of 1990.

65460.3. To increase transit ridership and to reduce vehicle traffic on the highways, local, regional, and state plans should direct new development close to the transit stations. These entities should provide financial incentives to implement these plans.

65460.4. A transit village development district shall include all land within not more than a quarter mile of the exterior boundary of the parcel on which is located a transit station designated by the legislative body of a city, county, or city and county that has jurisdiction over the station area.

65460.5. A city or county establishing a district and preparing a plan pursuant to this article shall:

(a) Be eligible for available transportation funding.

(b) Receive assistance from the Office of Permit Assistance, pursuant to Section 15399.53, in establishing an expedited permit process pursuant to Section 15399.50, at the request of the city or county.

65460.6. An agency responsible for the preparation and adoption of the congestion management program may exclude district impacts from the determination of conformance with level of service standards pursuant to subdivision (c) of Section 65089.3.

65460.7. (a) A transit village plan shall be prepared, adopted, and amended in the same manner as a general plan, except for plans qualified as transit village plans pursuant to Section 65460.11.

(b) A transit village plan may be repealed in the same manner as it is required to be amended.

65460.8. No transit village plan may be adopted or amended unless the proposed plan or amendment is consistent with the general plan.

65460.9. No local public works project may be approved, no tentative map or parcel map for which a tentative map was not required may be approved, and no zoning ordinance may be adopted or amended within an area covered by a transit village plan unless it is consistent with the adopted transit village plan.

65460.10. A city, county, or city and county may require a developer to enter into a development agreement pursuant to Article 2.5 (commencing with Section 65864) of Chapter 4 to implement a density bonus specified in the transit village plan pursuant to subdivision (g) of Section 65460.2.

65460.11. Any portion of a specific plan or redevelopment plan adopted prior to January 1, 2006, that conforms to the requirements set forth in Section 65460.2, as amended by Chapter 42 of the Statutes of 2004, may be declared a transit village plan by a city, county, or city and county if that entity does both of the following:

(a) After publishing a notice pursuant to Section 6061, in at least one newspaper of general circulation within the entity's jurisdiction at least 10 days prior to the public meeting, makes findings and declarations demonstrating the conformity of the existing plan to Section 65460.2, as amended by Chapter 42 of the Statutes of 2004. The notice shall state the entity's intent to declare a portion of the existing plan as a transit village plan, describe the general location of the proposed transit village plan, and state the date, time, and place of the public meeting.

(b) Takes action prior to December 31, 2006, to declare that the conforming plan constitutes its transit village plan.

ATTACHMENT 3

RESOLUTION NO.

Adopted by the Sacramento City Council

DESIGNATING PORTIONS OF THE RICHARDS BOULEVARD AREA AS A TRANSIT VILLAGE DEVELOPMENT DISTRICT AND DECLARING THE RICHARDS BOULEVARD AREA PLAN WITHIN THE TRANSIT VILLAGE DEVELOPMENT DISTRICT AS THE RICHARDS BOULEVARD TRANSIT VILLAGE PLAN

BACKGROUND

- A. California's Transit Village Development Planning Act of 1994 ("Act"), Government Code section 65460 et seq., was enacted to promote transit ridership within the state and to reduce vehicle traffic on highways. To achieve this goal, the Act allows cities to designate certain areas as transit village development districts and to adopt transit village plans for the districts. Cities establishing transit village development districts and adopting such plans are eligible for increased transportation funding and assistance from the Office of Permit Assistance to establish an expedited permit process.
- B. Government Code section 65460.4 states that Transit Village Development Districts are limited to land within quarter mile of a transit station.
- C. A transit village plan may be prepared for each transit village development district that the City designates. Section 65460.2 of the Government Code requires transit village plans to feature several characteristics, including: (a) a neighborhood centered around a transit station that is planned and designed so that residents, workers, shoppers, and others find it convenient and attractive to patronize transit; other land uses, including a retail district oriented to the transit station and civic uses; (b) pedestrian and bicycle access to the transit station; (c) a transit system that should encourage and facilitate intermodal service, and access by modes other than single occupant vehicles; and (d) at least five demonstrable public benefits beyond the increase in transit usage. Government Code section 65460.11 allows a city to declare an existing specific plan adopted prior to January 1, 2006 and that meets the requirements of section 65460.2, a transit village plan. The adopted Richards Boulevard Area Plan meets these requirements.
- D. The adopted Richards Boulevard Area Plan meets five of the thirteen public benefit criteria identified in Government Code section 65460.2(f) in order to be designated as a transit village plan as follows: 1) relief of congestion, 2) improved air quality, 3) promotion of infill development, 4) pedestrian friendly environment around a transit station, and 5) increased sales and property

taxes, including increased transit revenue yields, increased stock of affordable housing, redevelopment of depressed and marginal inner-city neighborhoods and promotion of infill development and preservation of natural resources, and promotion of a safe, attractive, pedestrian-friendly environment around transit stations.

- E. The pending development proposal for North of Richards Boulevard between 5th and 7th street is centered on a new light rail station. Adoption of the new plan, therefore, would be consistent with the designation of the Richards Boulevard development area as a transit village development district.
- F. Any portion of the adopted Richards Boulevard Area Plan can be declared a transit village plan by December 31, 2006 in order to be eligible for current and future transportation funding.
- G. The adopted Richards Boulevard Area Plan serving as the Richards Boulevard Transit Village Plan is consistent with the City's General Plan.
- H. In accordance with Government Code section 65460.11, a public notice was placed in the Daily Recorder a minimum of 10 days prior to the City Council public hearing date, December 12, 2006.

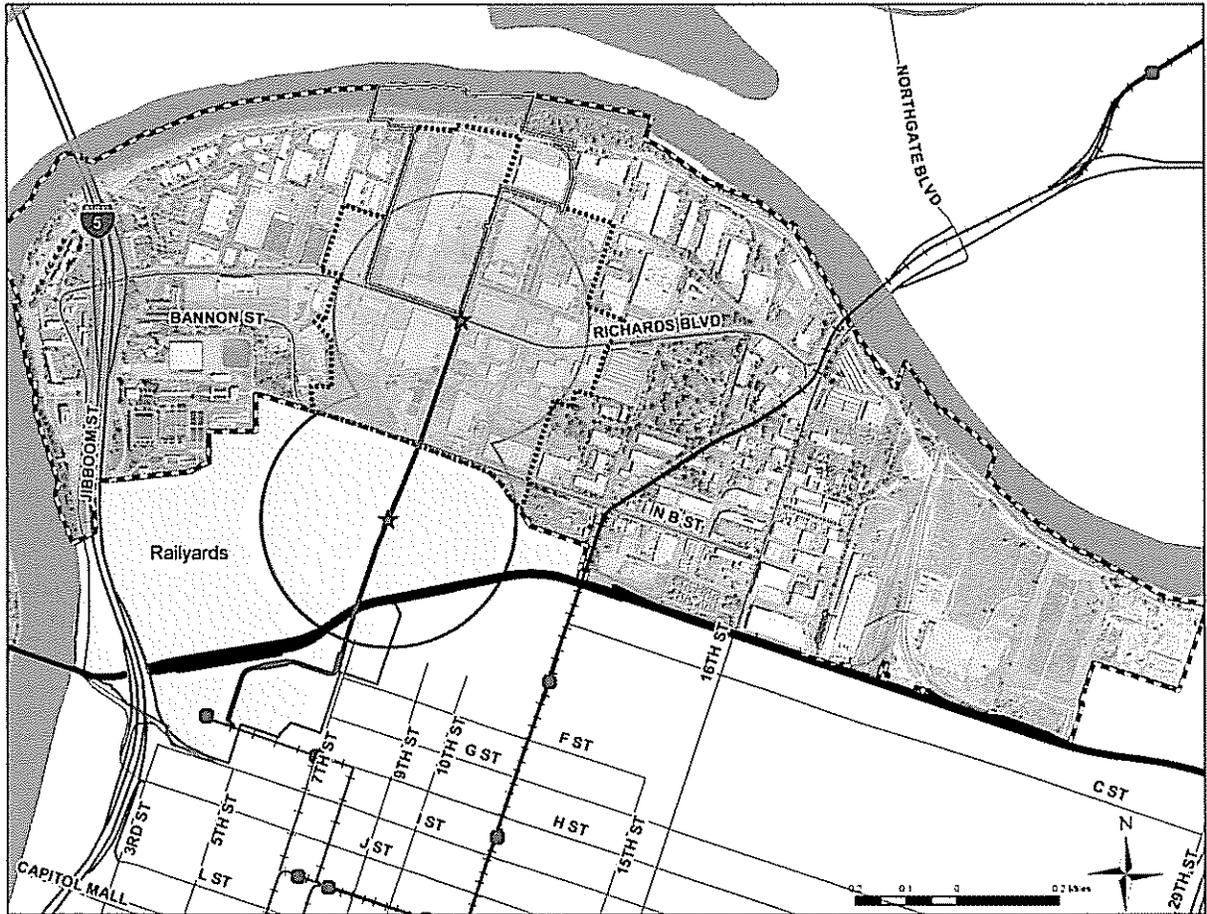
BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

- Section 1. In accordance with the California Transit Village Development Planning Act of 1994, the City Council designates portions of the Richards Boulevard development area as a transit village development district, the boundaries of which are set forth in Exhibit A.
- Section 2. In accordance with the California Transit Village Development Planning Act of 1994, the City Council declares that the existing Richards Boulevard Area Plan adopted on December 13, 1994 (Resolution No. 94-736) meets the requirements of Government Code Section 65460.2, and therefore shall serve as the transit village plan for the newly established Richards Boulevard Transit Village Development District.

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Exhibit A – Location Map

Exhibit A - Location Map



Legend

- Existing Light Rail Stations
- ★ Proposed Light Rail Stations
- +—+ Existing Light Rail Alignment
- Proposed DNA Alignment (MOS1)
- 0.25 Mile Buffer line from LRT Stations
- Richards Boulevard Area Plan Boundary
- Transit Village Development District Boundary
- Township 9 Project Boundary