



REPORT TO COUNCIL

City of Sacramento

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915 I Street, Sacramento, CA 95814-2671
www. CityofSacramento.org

CONSENT
November 8, 2005

Honorable Mayor and
Members of the City Council

Subject: Agreement: Swanston Station Transit Village Plan (M04-057)

Location/Council District:

Roughly, El Camino Avenue to the north, Business 80 to the east, Arden Way to the south, and Erickson Street to the west (refer to Attachment 1); Council Districts 2 and 3.

Recommendation:

City Council adopt the attached Resolution authorizing the City Manager to execute a contract with Moore Iacofano Goltsman, Inc. in the amount of \$802,414 for the Swanston Station Transit Village Plan.

Contact: Brian Abbanat, Associate Planner, 808-7584; Fedolia "Sparky" Harris, Senior Planner, 808-2996

Presenters: Brian Abbanat, Associate Planner

Department: Development Services Department

Division: Planning

Organization No: 4827

Summary:

This report requests Council approval of a contract and scope of work with Moore Iacofano Goltsman, Inc. (MIG) resulting from a Request for Proposals (RFP) issued March 4, 2005 to complete the Swanston Station Transit Village Plan. The remaining project team consists of EIP Associates, Bay Area Economics, Kimley-Horn Associates, and Criterion Planners as subconsultants. The project schedule is 14 months for completion and will provide a specific plan and form-based land use zoning code for future transit oriented development.

Committee/Commission Action:

Planning Commission has had the opportunity to review and comment on this project (9/22/05). The Commission did not have comments for staff at that time.

Background Information:

Planning history for the Swanston Station Transit Village Plan area dates to three previous sets of transit oriented development (TOD) land use studies. The first project area study occurred in 1993 as part of the North Sacramento Special Planning Districts and Light Rail Station Land Use Study. The Swanston Station was among five light rail stations along the northeast line included in the urban design and land use planning. However, land use analysis in the Swanston area was not as detailed as today's vision, not a comprehensive policy document, and never adopted by City Council. Thus, implementation never materialized.

The second study led several community design charettes in 1998 utilizing the INDEX land use modeling tool to arrive at a "transit village" concept for Swanston Station's future vision. This is known as the "INDEX" study and was never formally adopted by City Council.

A third and more comprehensive land use vision was completed as part of the Transit for Livable Communities (TLC) project, utilizing the GIS-based PLACE³S land use modeling tool and was led by Sacramento Regional Transit District in collaboration with the City of Sacramento and area stakeholders. The TLC study developed station area land use plans and recommendations including higher density housing, mixed-uses, and other civic and community uses. The TLC plans were "accepted" by Council but never formally adopted.

Currently, a compelling need exists to analyze in greater detail and to comprehensively plan for the Swanston Station area to utilize and advance the aforementioned sets of transit oriented development land use studies. The previous studies, and current vision for the project area assumed considerable redevelopment and intensification of land uses including higher density and mixed-use housing to support the transit station. This project will expand the previous study boundaries into the Dixieanne neighborhood and partially into the Royal Oaks Station area to more extensively analyze the redevelopment potential of the area and pursue the vision of a true "transit village". Such a vision requires the support of comprehensive land use, urban design, infrastructure, traffic circulation, and environmental analysis to bring the vision to reality.

The consultant will deliver a unique component of this project called a "form-based design and zoning" implementation document. It will be the City's first application of this planning approach in a transit-oriented development context and a potential model for future transit village plans in the City.

Form-based zoning differs from conventional zoning in several ways. First, a form-based code graphically conveys allowable building types and volumes, rather than utilizing a floor-to-area ratio (FAR) or density standard. Form-based codes also specify allowed uses with associated performance standards, creating greater certainty for the community, planning staff, and prospective developers/tenants. In all, the form-based implementation document will aim to define and illustrate through sections, plans,

elevation, and axonometric drawings the overall character and form that will guide development standards for both the public and private realm.

A highly interactive, community-driven approach, form-based design works in reverse from typical land-use planning. That is, community and stakeholders determine the form the area should take (buildings, open space, streetscape, architectural features), which drives the building forms and subsequent uses that are most appropriate. This ensures the final built-out product "looks" consistent with the plan vision. The outreach component will consist of four engaging and interactive community workshops. The first workshop will articulate a vision for the project area. The second will focus around a community land use and urban planning exercise that offers hands-on involvement opportunities. The third workshop will showcase the conceptual plan alternatives. The fourth and final workshop will offer the community the chance to confirm that the draft plan incorporates the community's vision and other public input. A technical advisory committee, steering committee, stakeholder interviews, and public hearings will help guide the process and complete the outreach.

Final deliverables for the Swanston Station Transit Village Plan will include the Land Use Plan, Urban Design & Streetscape Plan, Environmental Impact Report (including traffic circulation study), Infrastructure Analysis, and Financing Development Strategy.

Financial Considerations:

The recommended consultant contract to MIG is \$802,414. The Swanston Station Transit Village Plan total project budget is \$845,419 and funding comes from a variety of sources and will be accumulated in PN: TE01as follows:

1. Caltrans Community-Based Transportation Planning Grant:	\$260,784
2. SACOG Community Design Grant:	\$222,750
3. Economic Development Measure A funds:	\$ 55,000
4. SHRA CDBG funding:	\$200,000
5. Development Services Dept. FY05 operating budget (101-480-4821-4258):	\$ 50,000
6. Development Services Dept. FY06 operating budget (101-480-4821-4258):	\$ 20,000
7. Economic Development Dept. FY06 operating budget (101-440-4453-4258):	\$ 20,000
8. Regional Transit:	<u>\$ 20,000</u>
Total	\$848,534

The funding from Regional Transit is pending an executed agreement currently in progress. For further detail, please refer to "Sources/Work Products" (Attachment 4).

The contract for Caltrans Community-Based Transportation Planning Grant expires April 3rd, 2006. While Planning staff is seeking a contract extension, staff also has arranged for supplemental gap funding with SHRA and Development Services Department operating budget to cover anticipated unexpended costs in the event Caltrans does not approve the extension request.

Environmental Considerations:

None at this time. The scope of work includes an Environmental Impact Report for the Swanston Station Transit Village Plan.

Policy Considerations:

The Swanston Station Transit Village Plan includes some unique policy considerations:

- Addresses and implements current City policies on Smart Growth, Infill, the City's Strategic Plan, and the Budget/Capital Improvement Program;
- Provides guidelines for City departments to update their master plans;
- Creates and implements form-based zoning code; and
- Supports City policy to promote alternative modes of transportation.

Emerging Small Business Development (ESBD):

MIG is a certified minority/women's business enterprise and comprises 39.4% of the total contract amount. Bay Area Economics is a certified small business and comprises 7.5% of the total contract amount. The combined total of 46.9% minority/women's business enterprise and emerging/small business exceeds the City's 20% requirement.

Respectfully Submitted by 
 Carol Shearly
 Interim Planning Director
 Planning Division

Recommendation Approved:

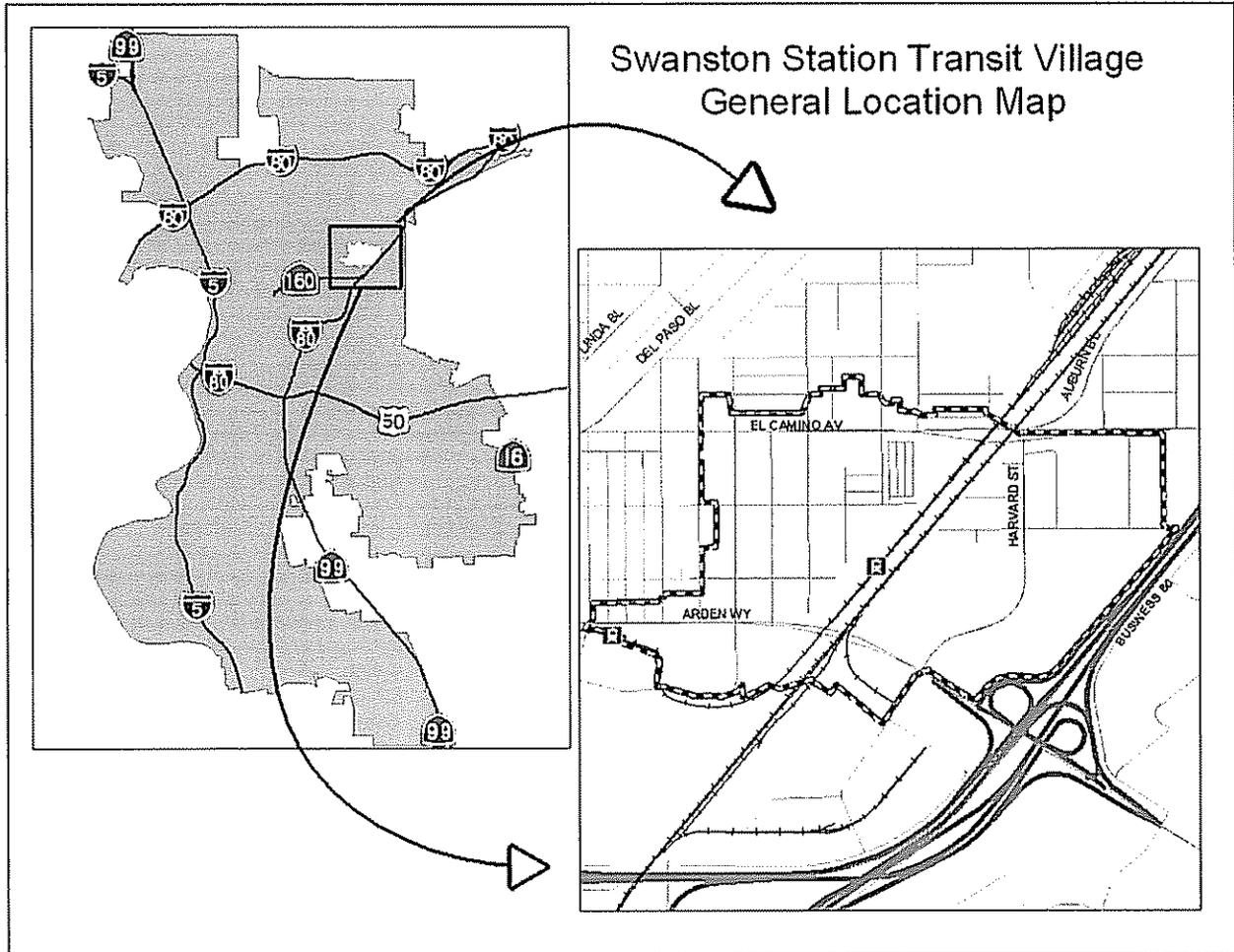

 for ROBERT P. THOMAS
 City Manager

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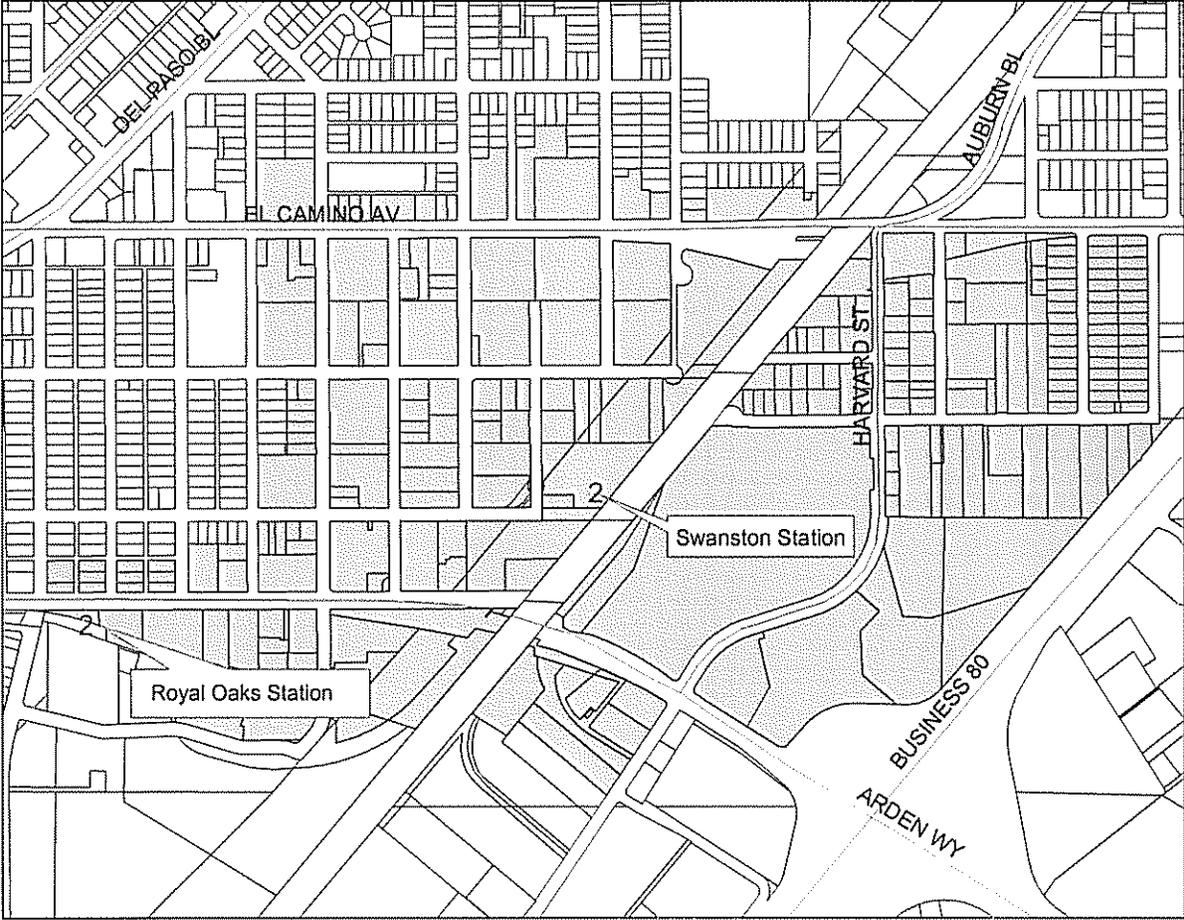
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ATTACHMENT 1 Project Area Location



**ATTACHMENT 2
Project Area Map**



ATTACHMENT 3
Aerial Map



**ATTACHMENT 4
FUNDING SOURCES/WORK PRODUCTS**

Funding Allocation									
Swanston Station Transit Village Plan									
Project Deliverables	Caltrans	SACOG	Measure A	SHRA (CDBG)	City Planning	Economic Development	Regional Transit	Costs	
RFP	\$2,404		\$601					\$3,005	
Admin Start-up Costs			\$5,000					\$5,000	
Transit Village Plan		\$90,877			\$12,305			\$103,182	
Workshops	\$29,958				\$7,489			\$37,447	
Urban Design Streetscape Plan	\$180,730	\$2,618	\$25,333		\$15,699			\$224,380	
CEQA Analysis				\$197,332				\$197,332	
Traffic Study/Circulation		\$98,270	\$12,418		\$2,511			\$113,199	
DOT Review		\$13,279			\$1,721			\$15,000	
Infrastructure Analysis	\$47,692		\$9,354	\$2,668	\$4,237			\$63,951	
DOT Review		\$17,706	\$2,294					\$20,000	
Financing/Development Strategy					\$22,923	\$20,000	\$20,000	\$62,923	
Total	\$260,784	\$222,750	\$55,000	\$200,000	\$66,885	\$20,000	\$20,000	\$845,419	
Available Funding	\$260,784	\$222,750	\$55,000	\$200,000	\$70,000	\$20,000	\$20,000	\$848,534	
Consultant Contract Amount									
Contingency	\$0	\$0	\$0	\$0	\$3,115	\$0	\$0	\$3,115	\$0

**ATTACHMENT 5
SUMMARY PROJECT SCHEDULE**

Swanston Station Transit Village Plan Summary Schedule		
Task	Start	Finish
Council Approval	11/8/2005	
Project Begins	11/22/2005	1/17/2007
Land Use Plan/Urban Design Plan	11/22/2005	12/8/2006
<i>Workshop #1</i>	1/4/2006	
<i>Workshop #2</i>	2/1/2006	
<i>Planning Commission Workshop</i>	8/3/2006	
<i>City Council Workshop</i>	8/8/2006	
<i>Land Use Plan Admin Draft #1</i>	8/11/2006	11/9/2006
<i>Land Use Plan Draft #2</i>	11/10/2006	12/8/2006
Urban Design Plan	11/22/2005	12/8/2006
<i>Workshop #3</i>	7/12/2006	
<i>DRPB Workshop</i>	8/2/2006	
<i>Urban Design Plan Admin Draft #1</i>	8/11/2006	11/9/2006
<i>Workshop #4</i>	10/18/2006	
<i>Urban Design Plan Draft #2</i>	11/10/2006	12/8/2006
EIR	2/10/2006	1/17/2007
<i>Release Draft EIR</i>	12/14/2006	
<i>Draft EIR Public Review</i>	12/15/2006	1/1/2007
<i>Final EIR & Findings</i>	1/2/2007	1/17/2007
<i>Release Final EIR</i>	1/17/2007	
Traffic Study	11/22/2005	12/28/2006
Infrastructure Analysis	11/22/2005	12/28/2006
Financing + Implementation Strategy	11/22/2005	12/28/2006
Adoption	12/13/2006	1/9/2007
<i>Design Review and Preservation</i>	12/13/2006	
<i>Planning Commission Workshop</i>	12/14/2006	
<i>Planning Commission</i>	12/28/2006	
<i>City Council</i>	1/9/2007	

RESOLUTION NO.

Adopted by the Sacramento City Council

RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A CONTRACT WITH MOORE, IACOFANO, GOLTSMAN, INC. IN THE AMOUNT OF \$802,414 FOR THE SWANSTON STATION TRANSIT VILLAGE PLAN (M04-057);

BACKGROUND

The Swanston Station Transit Village Plan will:

- A. Develop a land use plan that will guide future development and redevelopment within the area towards land uses that will support transit ridership and provide needed housing, employment opportunities, and neighborhood-supportive retail uses; and
- B. Prepare an integrated policy document that addresses the Specific Plan and Transit Village Development requirements of state planning law (Article 8.65450 and Article 8.5.65460); and
- C. Develop recommendations and guidelines for design and development of land use and infrastructure development within the Swanston Station Plan Area; and
- D. Create a policy document that integrates the land use plan, urban design plan, infrastructure analysis, and financing strategy; and
- E. Incorporate meaningful community input into every stage of the process; exchanging, sharing ideas and collaborating with interested groups, property owners, individuals, and other agencies active in the Swanston Station Area; and
- F. Identify the necessary infrastructure needs, cost estimates, phasing, and implementation programs to realize the vision of the Swanston Station Transit Village Land Use Plan; and
- G. Prepare necessary environmental clearance requirements and prepare needed documentation for the project to obtain CEQA clearance; and
- H. Improve the pedestrian, bicycle, and automobile circulation and access of the Swanston Light Rail Station Area and vicinity; and

- I. Modify the City of Sacramento zoning code and identify streamlined approval processes as necessary to implement the Swanston Station Transit Village vision and land use plan; and
- J. Develop and approve Swanston Station Transit Village Project consistent with the City of Sacramento's Smart Growth Principles, the Regional Transit Master Plan, the Transit for Livable Communities Recommendations, the SACOG Blueprint Study, the North Sacramento Redevelopment Plan, and the goals of the North Sacramento 2005-2009 Redevelopment Implementation Plan; and
- K. Coordinate with the City's General Plan Update, which is currently in process.

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

- Section 1. Authorizing the City Manager to execute a contract in the amount of \$802,414 with Moore Iacofano Goltsman, Inc. for the Swanston Station Transit Village Plan