



REPORT TO COUNCIL

City of Sacramento

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915 I Street, Sacramento, CA 95814-2671
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CONSENT
February 28, 2006

Honorable Mayor and
Members of the City Council

Subject: Approval of Professional Services Agreement for Northeast Line Light Rail Stations Plans (M05-061)

Location/Council District:

The quarter-mile radius around each of three Regional Transit Light-Rail Stations: Globe, Arden/Del Paso, and Royal Oaks. Council Districts 1, 2.

Recommendation:

City Council adopt the attached Resolution authorizing the City Manager to execute a Professional Services Agreement with Moore Iacofano Goltsman, Inc. in the amount of \$325,000 for the Northeast Line Light Rail Stations Plans.

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

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 November 18, 2005 to conduct the Northeast Line Light Rail Stations Plans. The remaining project team consists of Nolte and Associates, Kimley-Horn Associates, Barry Wasserman, and Jerry Haag as subconsultants. The project schedule assumes twelve months for completion and will result in urban design guidelines, land use recommendations, and infrastructure needs assessment for future transit oriented development.

Committee/Commission Action:

Planning Commission heard a presentation and was given the opportunity to review and comment on this project (1/19/06). The Commission had no comments for staff at that time.

Background Information:

The goal of the Northeast Line Light Rail Stations Infrastructure Needs Assessment and Urban Design Plans is to identify infrastructure and public improvements that realistically could be implemented to encourage transit-oriented development, increase pedestrian and bicycle movement in the area, and create a vibrant urban village. The proposed project aims to overcome infrastructure and market barriers to development in the station areas by taking advantage of their locations within the North Sacramento Redevelopment Project area to leverage financial resources.

Generally, the Globe, Arden/Del Paso, and Royal Oaks Station areas can be characterized as having inadequate public infrastructure, underutilized and vacant parcels, and incompatible or inadequate land uses. Each station is adjacent to either Del Paso Boulevard or Arden Way, both of which are high volume roads. Traffic calming measures and safe pedestrian connections for each of the stations need to be identified and studied.

In addition to a lack of pedestrian access, general conditions in the area further discourage pedestrian utilization of the transit station. The Sacramento Employment and Training Agency (SETA) offices, the popular Del Paso Boulevard art community, and historic urban design offer a glimpse of Transit Oriented Development (TOD) and transit ridership potential that could be realized with implementation of appropriate connective infrastructure and design improvements and resultant economic development benefits to the area.

TOD is a concept that links land use development around transit stations in a manner that improves ridership on transit lines. TOD areas are characterized as having higher densities, a mix of land uses and housing types, and quality design oriented to the pedestrian within a 1/4-mile area radius of a transit stop. Utilizing these objectives, TOD would increase transit ridership and therefore decrease air pollution by providing citizens with a transportation alternative to the automobile.

The Transit for Livable Communities (TLC) project is a report and recommendations conducted by Regional Transit in 2002 to assess the TOD market potential around each of their light rail stations. City Council adopted the TLC recommendations in October, 2002 (2002-694). The recommendations for the project area stations represent a bold vision for TOD-based community revitalization and investment. Recommendations emphasize walkable design, efficient land use, and large-scale mixed-use transit village development including office, housing and neighborhood-serving retail and aggressive

joint development on RT owned property. If the plans are successfully implemented, vibrant urban villages will be created that link jobs, housing and shopping opportunities and help to address the region's growing transportation and air quality problems. This project recognizes that the redevelopment market around the project stations has likely changed since 2002. The scope of work reflects urban design guidelines and land use recommendations that will attempt to reflect a realistic redevelopment market.

To accommodate higher intensity development at the Globe, Arden/Del Paso, and Royal Oaks Stations, an Infrastructure Needs Assessment and Urban Design Plan is needed to analyze the existing infrastructure and identify significant upgrades necessary to implement TOD projects, and provide urban design and streetscape recommendations to enhance the area and encourage pedestrian access around these stations. The proposed project will provide the following benefits:

- Determine existing public infrastructure deficiencies and recommend improvements to implement the community vision for the station area.
- Engage community members in shaping the design of their community through the physical environment.
- Engage community members in the design of public improvements that could be made to increase pedestrian access, thereby increasing transit ridership.
- Develop the basis for proposed assessments that will direct the City and Redevelopment Agency's efforts in prioritizing and implementing capital improvement projects and seeking financial support for those improvements.

Council has demonstrated support for TOD through acceptance/adoption of the following documents:

- Acceptance of TLC report: October 15, 2002 (2002-694). This report identified TOD market potential and transit supportive land use intensities within the ¼-mile radius of Sacramento light rail stations.
- Adopted Transit Overlay Zone: October 29, 2002 (2002-041). The Transit Overlay Zone allows a mix of higher density and intensity residential and commercial uses to promote transit ridership within walking distance of an existing or proposed light rail transit station.
- Adopted Light Rail Station Ordinance and Policy: September 28, 2004 (2004-052). The Light Rail Station Ordinance and Policy requires a special permit for any auto-oriented, non-transit supportive commercial use.

This project will be managed by the Development Services Long Range Planning Unit with close oversight of and correspondence with the consultant. Technical memos and draft urban design and infrastructure plans will be reviewed by a Technical Advisory Committee (TAC) to ensure interdepartmental support for project deliverables.

Final deliverables for the Northeast Line Light Rail Stations Plans will include the Urban Design & Streetscape Plan with land use recommendations and an Infrastructure Analysis.

Project Schedule:

March, 2006	Project Commences
March, 2006	Urban Design/Streetscape Plan & Infrastructure Analysis Commences
March/April, 2006	Stakeholder Interviews
April/May, 2006	Community Workshops #1 (3 total): Visioning
April/May, 2006	Existing Infrastructure Conditions & Base Plan
August/September, 2006	Community Workshop #2: Review Design Concepts & Guidelines
October, 2006	Draft Urban Design & Streetscape Plan
November, 2006	Public Review Draft Urban Design/Streetscape Plan
December, 2006	Community Workshop #3: Review Draft Plan/Open House
January, 2007	Presentation to Planning Commission
February, 2007	Presentation to City Council
January/February, 2007	Final Urban Design/Streetscape Plan
February, 2007	Infrastructure Needs Analysis Final Report
March, 2007	Planning Commission recommendation
April, 2007	City Council acceptance

Financial Considerations:

The recommended consultant contract to MIG for the Northeast Line Light Rail Stations Plans is \$325,000. City staff costs are \$25,000. Total project budget is \$350,000.

On November 8, 2005, Council previously approved resolution 2005-818 authorizing establishment of CIP TG76 with \$117,928 from the FY05-06 Development Services Department operating budget and \$232,072 from the Caltrans Community-Based Transportation Planning grant. Subsequent to this resolution, the Sacramento Housing and Redevelopment Agency (SHRA) expressed a desire to assist with the local match obligation. The attached resolution requests authorization to substitute \$60,000 of Development Services operating budget with SHRA CDBG funding in CIP TG76 following execution of an Individual Project Agreement (IPA). Pending resolution approval, project funding derives from three sources and will be collected in PN: TG76 as follows:

- 1. Caltrans Community-Based Transportation Planning Grant: \$232,072
- 2. SHRA CDBG funding: \$ 60,000
- 3. Development Services Dept.
FY06 operating budget (101-480-4821-4258): \$ 57,928
- Total: \$350,000

Environmental Considerations:

Pursuant to California Environmental Quality Act (CEQA) Article 18, item 15262, this project is exempt from environmental analysis. The project involves only planning studies

for possible future actions. Future actions resulting from the study are not approved, adopted, or funded. The plan will not have a legally binding effect on later activities. Any future actions resulting from the Northeast Line Light Rail Stations Plans will require review in accordance with CEQA. The actions resulting from the preparation of the Northeast Line Light Rail Stations Plans will not result in a change in the environment.

Policy Considerations:

The Northeast Line Light Rail Stations Plans support the City's Strategic Plan vision to make Sacramento the most livable city in America:

- Improvements in lighting, intersection crossings, and pedestrian/automobile conflict reduction will improve public safety in the project area;
- Sustainability and livability will be improved by designing a more compact, walkable village around the light rail stations, reducing automobile dependence;
- Safe and affordable housing will be improved through excellent urban design that emphasizes a mix of housing types with a broad range of affordability; and
- Economic development will be enhanced through assessment of infrastructure needs, and an urban design plan that encourages redevelopment and revitalization of the project area;

Additionally, this project:

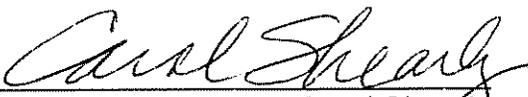
- Addresses and implements current City policies on Smart Growth, Infill, Light Rail Ordinance, and the Budget/Capital Improvement Program;
- Provides guidelines for City departments to update their master plans;
- Supports City policy to promote alternative modes of transportation; and
- Provides a memorandum outlining the necessary environmental analysis to allow full adoption and implementation.

Emerging Small Business Development (ESBD):

MIG did not meet the City's 25 percent Disadvantaged Business Enterprise (DBE) goal. However, they established good faith effort for DBE compliance by:

1. Attending pre-bid meeting
2. Advertising for DBE-qualified subconsulting firms
3. Making work items available
4. Documenting rejected firms and reasons for rejection
5. Offering technical assistance
6. Contacting agencies to assist in recruiting DBE firms

Respectfully Submitted by: 
Steve Peterson
Principal Planner, Long Range Planning

Approved: 
Carol Shearly
Director of Planning

Recommendation Approved:

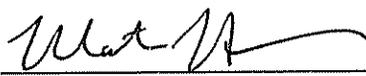
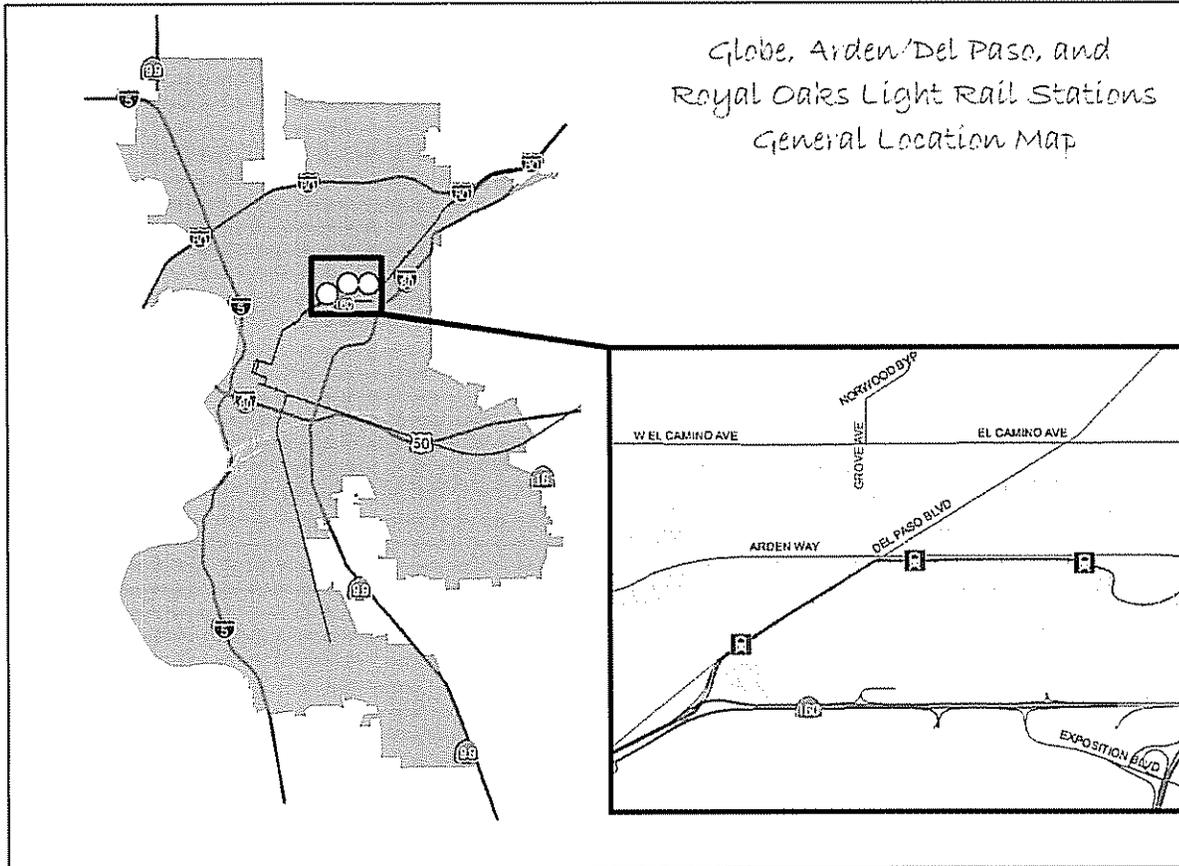
ben

Ray Kerridge
Interim City Manager

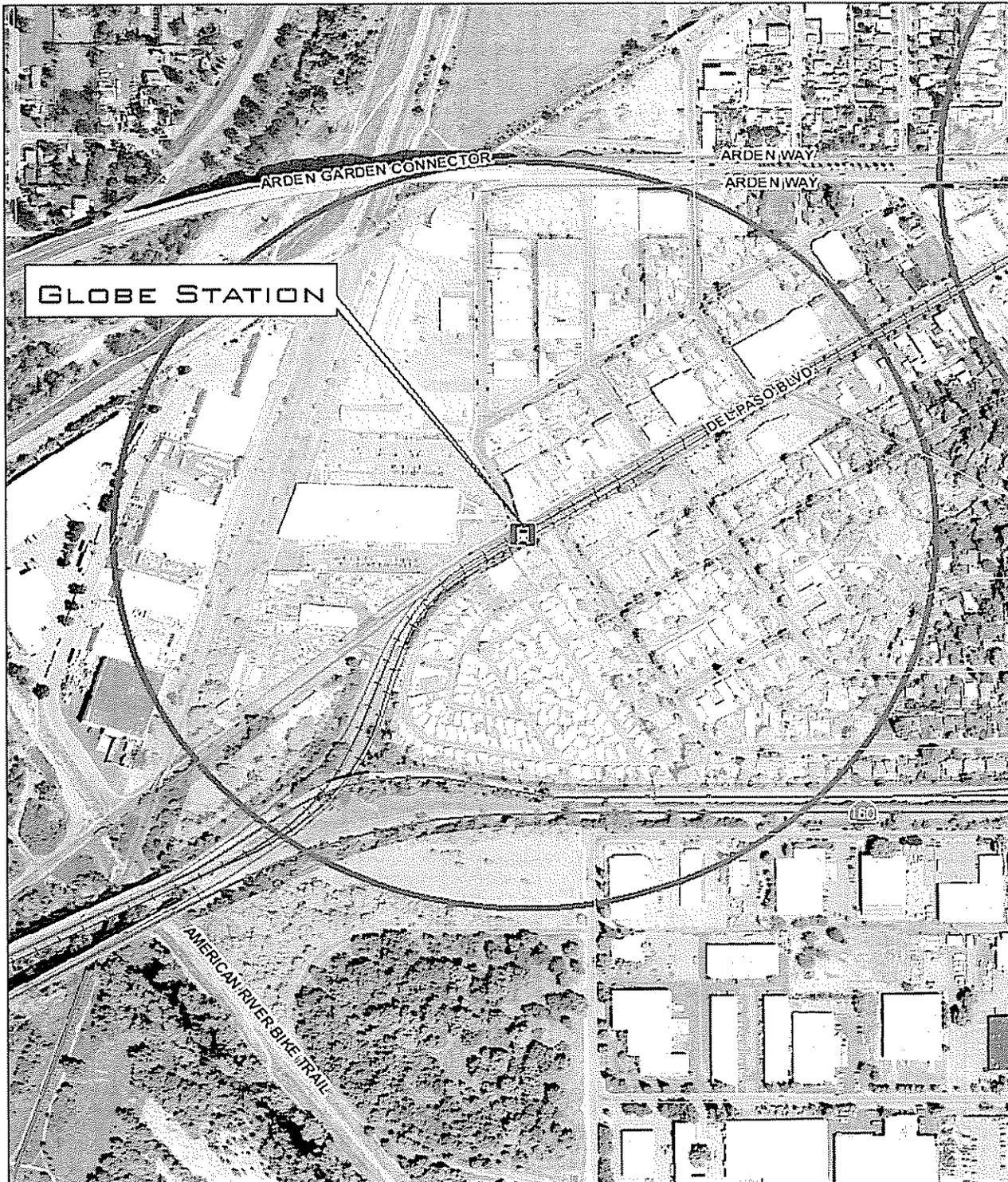
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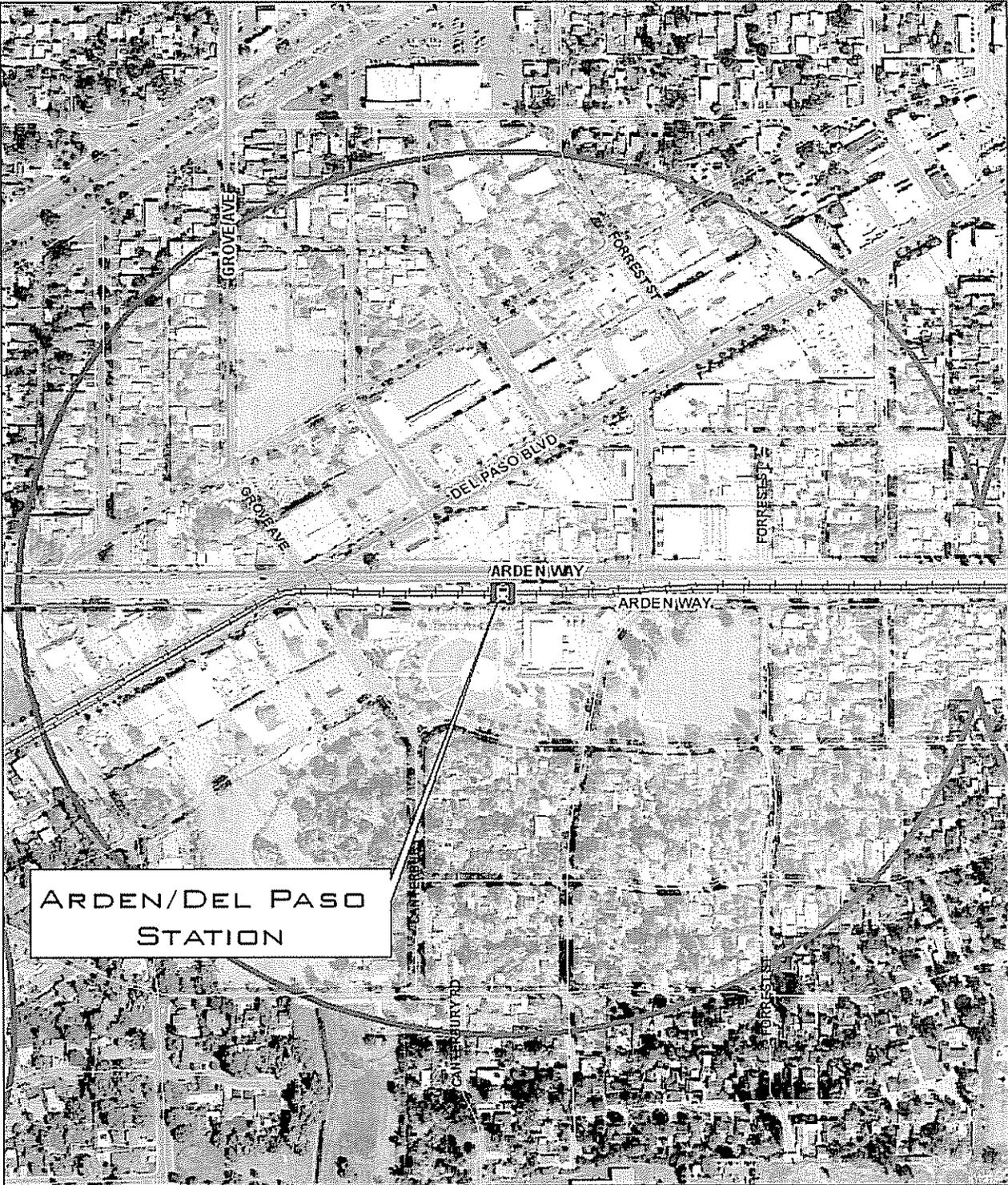
ATTACHMENT 1 Project Area Location



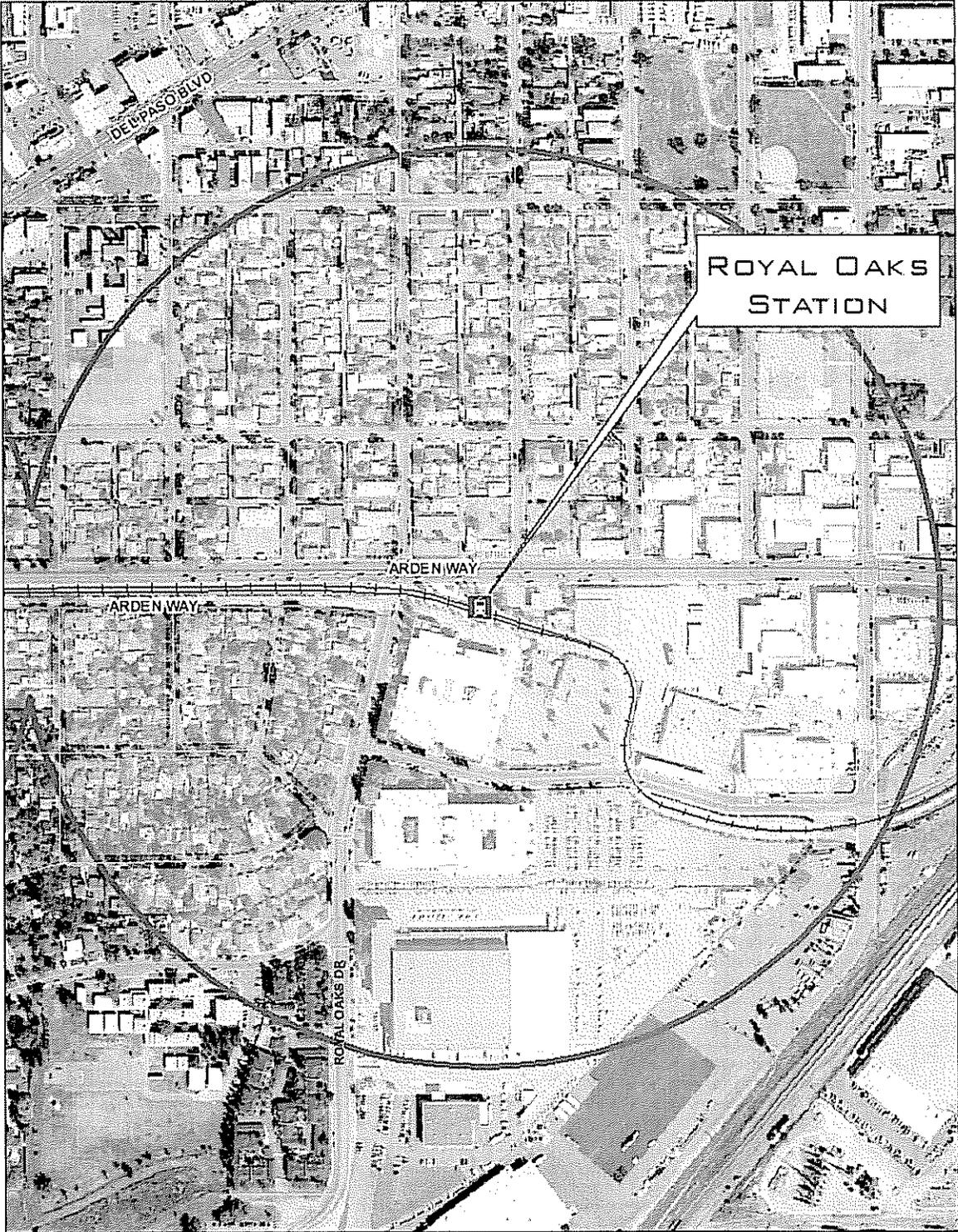
ATTACHMENT 2
Project Area Maps
a. Globe Station



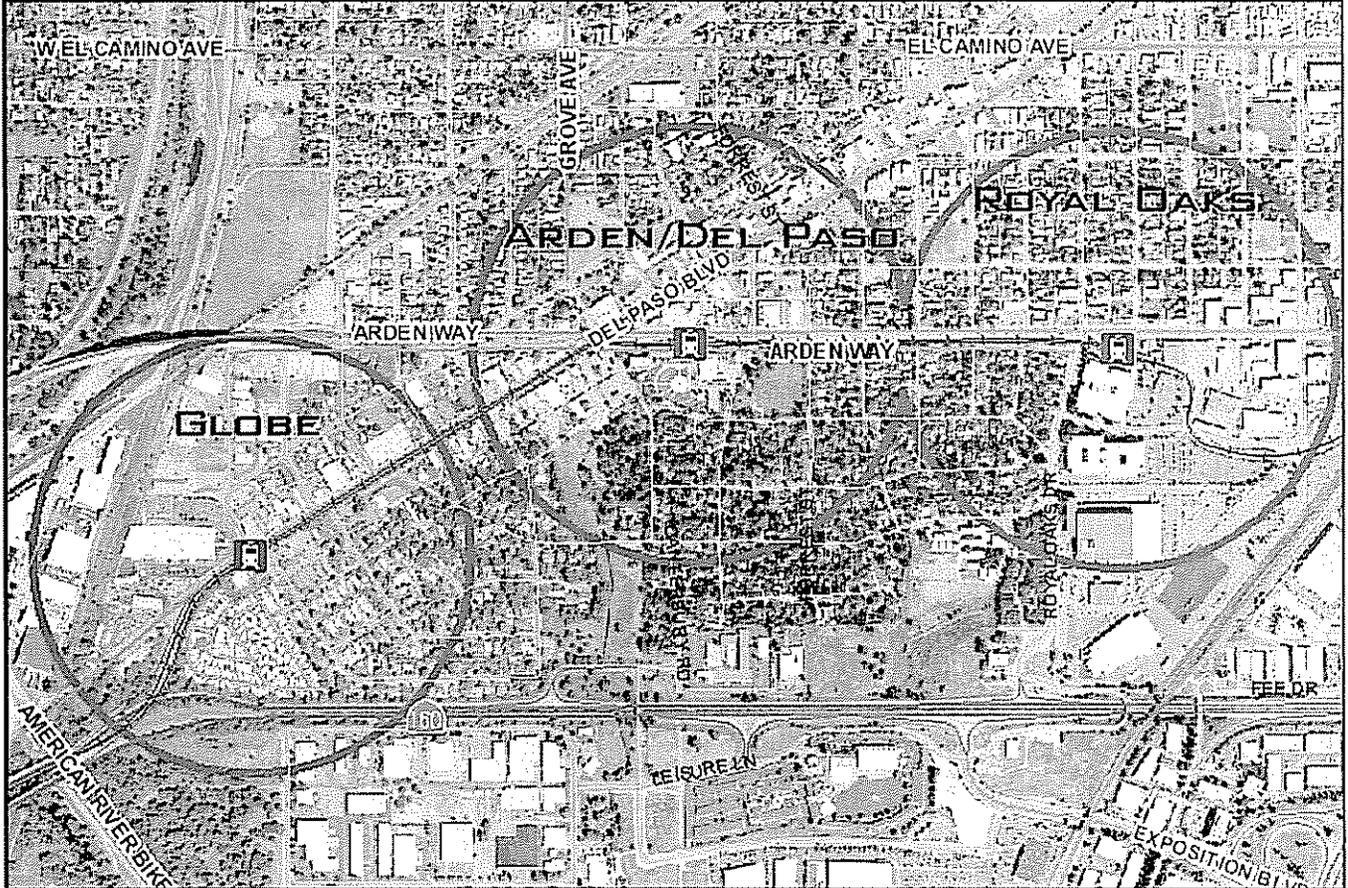
b. Arden/Del Paso Station



c. Royal Oaks Station



ATTACHMENT 3
Aerial Map



ATTACHMENT 4
Funding Sources/Work Products

Funding Allocation					
Northeast Line Light Rail Stations Plan					
Project Deliverables	Original Budget Estimate	Caltrans (A)	SHRA (CDBG) (D)	City Planning (E)	
RFP	\$5,000.00	\$4,000.00		\$1,000.00	
Workshops	\$40,000.00	\$10,000.00	\$15,000.00	\$15,000.00	
Urban Design Streetscape Plan	\$125,000.00	\$88,072.00	\$15,000.00	\$21,928.00	
Infrastructure Analysis	\$160,000.00	\$130,000.00	\$20,000.00	\$10,000.00	
DOT Review	\$20,000.00		\$10,000.00	\$10,000.00	
Total					
Total	\$350,000.00	\$232,072.00	\$60,000.00	\$57,928.00	
Total Funds Available	\$350,000.00	\$232,072.00	\$60,000.00	\$57,928.00	
Funds not Allocated	\$0.00	\$0.00	\$0.00	\$0.00	

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 \$325,000 FOR THE NORTHEAST LINE LIGHT RAIL STATIONS PLAN (M05-061);

BACKGROUND

The Northeast Line Light Rail Stations Plan will:

- A. Develop an urban design 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. Develop recommendations and guidelines for design and development of land use and infrastructure improvements within the 1/4-mile radius of the Globe, Arden/Del Paso, and Royal Oaks light rail stations; and
- C. Create a policy document that integrates the urban design plan and infrastructure analysis; and
- D. 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 Northeast Line Light Rail Stations Plan area; and
- E. Identify the necessary infrastructure needs, cost estimates, and phasing to realize the vision of the Northeast Line Light Rail Stations Plan; and
- F. Prepare a memo outlining necessary environmental analysis allowing for adoption and implementation of the Northeast Line Light Rail Stations Plan;
- G. Improve the pedestrian, bicycle, and automobile circulation and access of the Northeast Line Light Rail Stations Plan area; and
- H. Develop and approve the Northeast Line Light Rail Stations Plan 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

- I. Coordinate with the City's General Plan Update, the Swanston Station Transit Village Plan, and SHRA's North Sacramento Community Guidelines update, which are currently in process.
- J. Substitute \$60,000 of Development Services operating budget with Sacramento Housing and Redevelopment Agency (SHRA) Community Development Block Grant (CDBG) funding in Capital Improvement Program (CIP) TG76 following execution of an Individual Project Agreement (IPA). On November 8, 2005, Council previously approved resolution 2005-818 authorizing establishment of CIP TG76 with \$117,928 from Development Services operating budget and \$232,072 from the Caltrans Community-Based Transportation Planning grant. Subsequent to this resolution, SHRA expressed a desire to assist with the local match obligation and offered \$60,000 of CDBG funding.

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

- Section 1. Authorize the City Manager to execute a contract in the amount of \$325,000 with Moore Iacofano Goltsman, Inc. for the Northeast Line Light Rail Stations Plan.
- Section 2. When the IPA with SHRA is executed, staff is directed to amend the CIP expenditure budget by appropriating \$60,000 (Fund 205) and reducing the expenditure budget by \$60,000 (Fund 101) for the Northeast Line Light Rail Stations Plans.

