



STAFF REPORT

DATE: December 14, 2020
TO: Sacramento Regional Transit Board of Directors
FROM: Brent Bernegger, VP, Finance/CFO
SUBJ: TRANSIT ORIENTED DEVELOPMENT/SURPLUS PROPERTY UPDATE

RECOMMENDATION

No Recommendation — For Information Only.

FISCAL IMPACT

None

DISCUSSION:

Transit Oriented Development (TOD) Action Plan: Sacramento Area Council of Governments (SACOG) and SacRT released this report earlier this year to provide guidance to the region on how local and regional agencies can incentivize TOD. Staff is providing the attached presentation to the Board as an informational item to assist with promoting TOD in their jurisdictions. The full report can be downloaded from SACOG's web site: <https://www.sacog.org/transit-oriented-development-resources>.

SacRT Property Updates

Over the past few years, SacRT has made significant efforts to market its existing surplus land resources to generate demand by seeking buyers that would be interested in purchasing or leasing property with the goal of both generating funds to be used for other needed transit assets and finding buyers that will invest in the community by creating student, affordable, or market rate high density housing adjacent to SacRT's transit facilities. In this report, we have provided updates on these ongoing efforts. While the dispositions described below have or will result in projects that dovetail nicely with transit and that will likely result in increased transit ridership, these projects are all traditional surplus dispositions under the Surplus Land Act and are not joint developments as set out in statute. To date, SacRT has been fortunate to have found buyers who view transit as an important amenity and who are progressing projects that are transit supportive.

65th St Property: Development of the parcel sold to Symphony Development and Martin CV last year, which used to house the University/65th Street Bus Transfer Center, is progressing. The first phase of street, bus stop and utility work along 67th and Q streets is complete and SacRT has moved into its new bus stops along the station platform. The student housing development has broken ground and SacRT continues to monitor the project for impacts on service and passengers during construction.

Cemo Circle Property: As previously reported to the Board, the pandemic has slowed new development investments and SacRT had to postpone close of escrow on sale of Cemo Circle until March of 2021. USA Properties are approved to build approximately 165 market rate apartments and continue to progress their project. They have found new investors and are confident they will be able to close on schedule.

Calvine/Auberry Property: SacRT signed a purchase sale agreement with Catalyst Development Partners in May 2019 for \$1.6 million. The buyer submitted an entitlement application to the County for a commercial/retail project. Closing of escrow is estimated to take place around summer of 2021.

Future Dispositions: SacRT will need to hold off on accepting any offers on any future surplus property dispositions pending review and adherence to the revised Surplus Land Act under AB 1486, which requires that parcels on SacRT's surplus property list be once again designated as surplus property. It is important that we evaluate this Act to make sure we are in compliance with it before acting on any offers.

TRANSIT-ORIENTED DEVELOPMENT

TOD is a type of urban or suburban development that is **located close to frequent, high-capacity transit** such as light rail, bus rapid transit, or bus transit centers



TOD SUCCESS IN THE REGION

Several Station Areas have seen **TOD projects** developed over the past **decade**, including affordable housing projects in Alkali Flats



HISTORIC FOLSOM STATION AREA



R STREET CORRIDOR



ALKALI FLAT/LA VALENTINA STATION AREA

TOD Action Plan

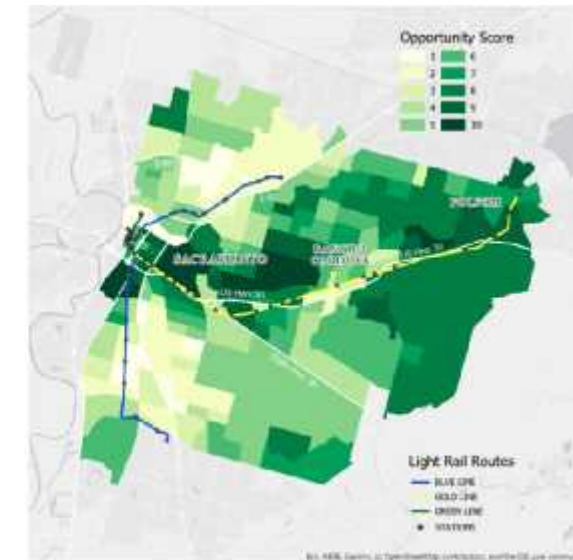
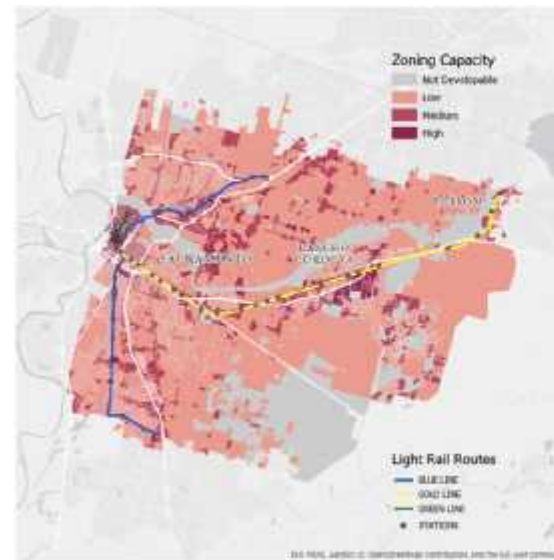
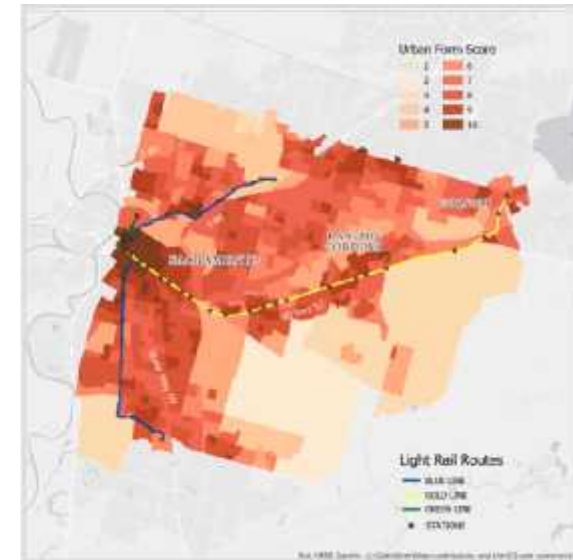
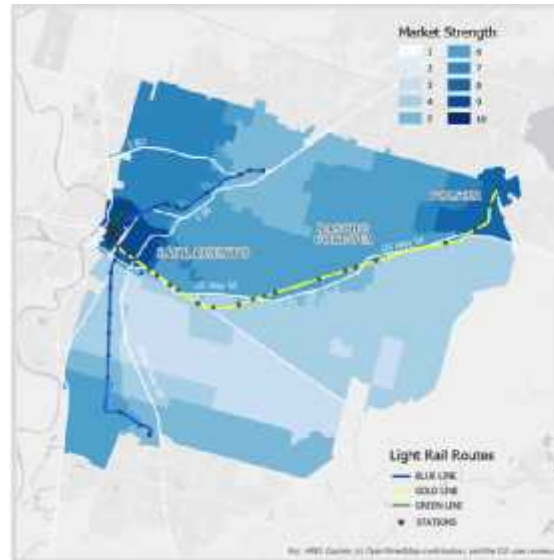
In early 2019, SACOG and SacRT started a process to strategically look at how jurisdictions could incentivize TOD projects

As part of this effort, we met with a series of **Focus Groups** and formed an **Advisory Committee**, comprised of staff from the cities of Folsom, Rancho Cordova, Sacramento, Elk Grove and County of Sacramento



STEP 1 URBAN FORM AND MARKET ANALYSIS

Evaluated each Station Area's
positioning for new TOD projects
based on four key factors



STEP 2 STATION AREA TYPOLOGIES

Categorized each of the Station Areas into one of six prototypical “Typologies,” based on their current urban form and what potential future land use mix and development intensity would be the best fit

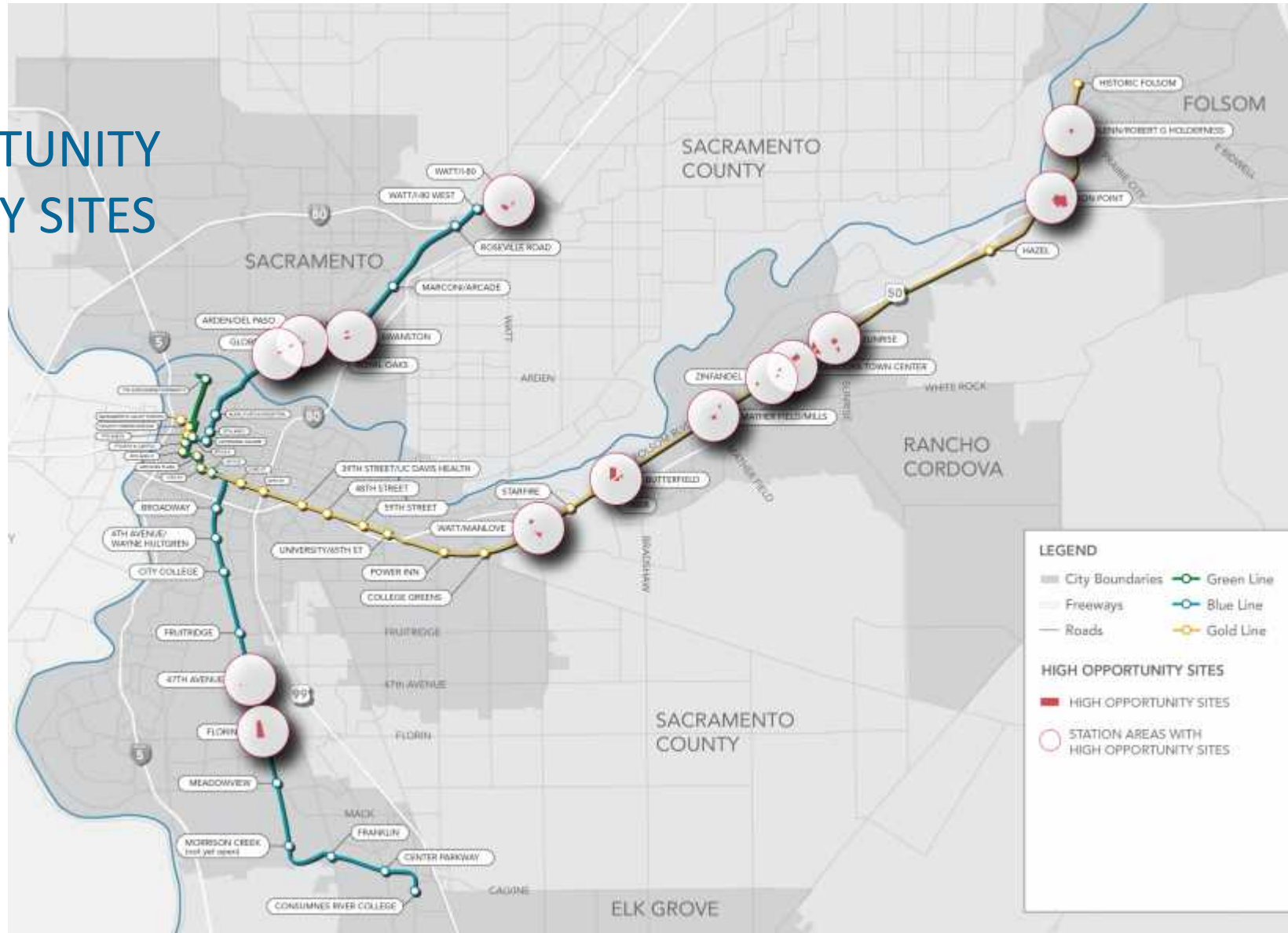


EXISTING CHARACTERISTICS <i>existing urban form assets to build upon</i>		OPPORTUNITIES FOR SUPPORTING TOD
Land Use Mix	Office / Mixed-Use / Higher Density Residential / Entertainment / Civic	<ol style="list-style-type: none"> 1 Incorporate a variety of uses that can be further expanded and built upon by TOD projects. 2 Ensure sidewalks are activated with retail, dining, and service commercial uses. 3 Ensure the area is highly walkability with good multi-modal connectivity through a variety of options (sidewalks, pedestrian pathways, bicycle lanes, sharesables, etc.) 4 Locate major regional entertainment, cultural, and civic destinations within the Station Area. 5 Support the Station Area with an extensive array of public amenities and adequate infrastructure.
Street and Block Pattern	Smaller rectangular blocks / gridded street network / some vehicle-restricted streets / consistent alleys	
Building Heights	Generally, between eight and 20+ stories	
Building Placement	Minimal or no building setback / continuous street wall / active street frontages / pedestrian-oriented	
Multi-Modal Connectivity	Strong pedestrian facilities / bicycle infrastructure / bus connections / "shared" automobiles, bicycles, scooters, etc.	
Parking	Moderate amount of on-street public parking / mostly structured public and private parking / residential parking garages / many uses do not have on-site parking / on-site parking either enclosed or in the rear	
Equity	Large amounts of affordable housing / mixed-income neighborhoods / employment opportunities at all levels	

STEP 3 HIGH OPPORTUNITY AND PRIORITY SITES

Includes a range of sizes and jurisdictions

Many of these sites are within State-designated Disadvantaged Communities (“DACs”) to promote development and investment equity in the region



REGIONAL STRATEGIES COORDINATION

- Increase inter-agency partnerships and coordination on TOD projects
- Identify regional TOD-Champions who will advocate for new projects
(elected officials, staff, developers, community leaders, residents)
- Develop a regional public land inventory
- Market TOD sites and projects
- Create developer “toolkits”
- Establish gap financing
- Identify ways to create Public Private Partnerships



REGIONAL STRATEGIES

EQUITY

- FUND STATION AREA IMPROVEMENTS THAT BENEFIT DISADVANTAGED COMMUNITIES
- ESTABLISH COMMUNITY BENEFIT AGREEMENTS
- CREATE MORE MULTI-MODAL CONNECTIONS



