

4. Land Use Implementation Activities for March 2025 () (Est. Time:)



Land Use & Natural Resources Committee

Meeting Date: March 6, 2025

[[!Agenda Item No. 1!]]

Land Use Implementation Activities for March 2025

Receive and File

Author: Dov Kadin

Attachments: Yes

Referring Committee: Not Applicable

Issue:

The purpose of this item is to provide an overview of the land use implementation activities staff participates in on an on-going basis.

Request:

Receive & File

Recommendation for Board:

None; this item is for information only.

Recommendation for Committee:

None; this item is for information only.

Background:

The Sacramento Region Blueprint Project

In 2002, the Sacramento region faced the prospect of worsening congestion—a projected increase of over 50 percent by the year 2025—and increasing air pollution based on then-projected land use patterns, transportation funding levels, and transportation investment priorities. To solve these challenges, the SACOG Board of Directors initiated the Sacramento Region Blueprint project, an extensive study of the linkages between transportation, land use, and air quality. As its core goal, the Blueprint project aimed to support local governments with high quality data and modeling tools so that decisions regarding future growth and its effects on quality of life issues, such as traffic congestion and air pollution, could be made with the best information available. In addition to developing detailed land-use and travel data, an extensive community outreach effort was conducted to develop and assess guiding principles for the region's long-term growth. The adopted Blueprint is a regional growth map that is illustrative of how the region can grow according to the seven Blueprint principles that were developed collaboratively with member agencies, elected officials, stakeholders, and the public throughout the two-year Blueprint process. These seven Blueprint principles include: housing choice and diversity, transportation options, mixed use, compact development, use existing assets, quality design, and conserving natural resources.

The Blueprint's Relationship with the SACOG's Long Range Planning

After the adoption of these Blueprint principles in 2005, SACOG changed the way we do our long-range transportation plan, the Metropolitan Transportation Plan (MTP), by adding a land use forecast that embodies the Blueprint principles and meaningfully integrates land use and transportation strategies into the plan. As a result, the 2008 MTP was the first in our region to show a future where the region would see reduced congestion, reduced air pollution, increases in housing types, increases in transportation options—including walk, bike, and transit—and more natural resources and agricultural land conserved.

Although commonplace now, the Blueprint and the 2008 MTP were among the first in the nation to integrate transportation and land use and changed the way we do regional transportation planning. Following the adoption of our 2008 MTP, the state passed Senate Bill (SB) 375. This law, heavily inspired by SACOG's work, requires that all regional planning organizations must consider land use and transportation together in the MTP as a means for achieving our statewide goals for reducing vehicles miles traveled and greenhouse gas emissions. This SB 375 requirement is called the Sustainable Communities Strategy (SCS), which brings with it an increased emphasis on land use and housing considerations as part of the long range planning process as well as specific requirements for public outreach. Because the SCS is intended to be a part of the MTP, SACOG now creates one regional transportation plan that is reflective of future transportation projects and funding, a land use forecast, and policies that all aim towards meeting the goals and requirements of SB 375. The technical term for this plan is the MTP/SCS. The 2025 update to the MTP/SCS, which this committee will be recommending for adoption in the latter part of 2025, is being called the 2025 Blueprint.

Implementing the Blueprint

As with all planning efforts, implementation of the plan is critical to achieving the regional transportation, air quality, quality of life and prosperity goals that the plan sets forth. Successful implementation requires the work and support of regional partners and local cities and counties. Supporting local efforts around MTP/SCS and Blueprint implementation is therefore a critical part of SACOG's work. SACOG conducts several Blueprint and MTP/SCS implementation land use activities in response to requests from member agencies, developers, and non-governmental organizations including: (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 MTP/SCS; and (3) educational presentations on the Blueprint and the MTP/SCS.

Many of the Blueprint and MTP/SCS land use implementation activities conducted and coordinated by SACOG come through the Land Use and Natural Resources committee. Every month, staff will prepare a receive and file item for the committee and the board with a summary of land use activities SACOG has participated in to support local implementation of the MTP/SCS and the Blueprint principles.

Discussion/Analysis:

In February, SACOG staff conducted the following Blueprint and MTP/SCS implementation activities related to land use:

- Provided MTP/SCS consistency letters to the Central Sacramento Studios project and the 2020 U Street Apartments in the City of Sacramento for the purposes of SB 375/SB 743 CEQA Streamlining benefits. These letters are included as attachments to this staff report.
- Contacted each SACOG member agency planning director to discuss upcoming 2025 regional housing activities
- Coordinated with the California Housing and Community Development Department (HCD) to discuss technical assistance to local agencies for the next housing element cycle

- Conducted an online webinar with over 80 participants from throughout the region to discuss basics of the Regional Housing Needs Allocation (RHNA) process, and, in conduction with HCD, the state requirements for Annual Progress Reports (APRs)
- Provided Technical Assistance to the Town of Loomis for a Caltrans planning grant with economic development components
- Met with Placer County to discuss housing affordability issues and how community-based organizations can participate in future outreach efforts
- Green Means Go: Developed eight subrecipient agreements for local agencies in the Reconnecting Communities grant program
- Met with Yuba City staff to discuss mobility solution in the growing Tierra Buena neighborhood
- Submitted a comment letter to the City of Citrus Heights on the proposed amendments to the Sunrise Tomorrow Specific Plan
- Participated in ad hoc and ongoing working groups on various topics related to blueprint implementation, including:
 - Land Use, Transportation, and Climate (LUTRAC) monthly meetings between SACOG, Sacramento Regional Transit District, SMUD, and the Air District to coordinate comments on projects and plans related to shared goals amongst the agencies
 - Statewide working group to discuss the mapping of existing and planned major transit stops, which have implications for various state statute around parking mandates, density bonus law, and CEQA streamlining.

Fiscal Impact/Grant Information:

Included in the Overall Work Program (OWP)/Budget

List of Attachments:

Central_Sacramento_Studios_II_Project_SACOG Letter
 2020_U_Street_Apartments_SACOG Letter
 Sunrise Tomorrow_SACOG Comment Letter



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sacog.org

January 28, 2025

Ron Bess, Associate Planner
City of Sacramento
300 Richards Blvd
Sacramento, CA 95811

Re: MTP/SCS Consistency for the 2020 U Street Apartments Project

Dear Mr. Bess:

You requested SACOG's confirmation that the proposed 2020 U Street Apartments Project is consistent with the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and is located within a Transit Priority Area (TPA), pursuant to PRC § 21155.4. SACOG provides a consistency determination at the request of the lead agency. However, it is the responsibility of the lead agency to make the final determination on a project's consistency with the MTP/SCS. This letter concurs with the City's determination that the 2020 U Street Apartments Project is consistent with the MTP/SCS and is located within a TPA. SACOG reviewed the project description and SCS consistency analysis compared to the MTP/SCS assumptions for the project area in order to make our determination.

The 2020 U Street Apartments Project proposes to construct 40 multi-unit dwellings (two buildings) on two parcels totaling 0.26 acres in the General Commercial Zone (C-2-SPD) within the Central City SPD and Central City Design Review Area of the City of Sacramento. The project is located within a Transit Priority Area, pursuant to PRC § 21155.4. Transit Priority Areas are areas of the region within one-half mile of a major transit stop existing or planned (if the planned stop is scheduled to be completed within the planning horizon included in a Regional Transportation Plan adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations. The project site is less than a half mile from the existing Sacramento Regional Transit's (Sac RT) 23rd Street Station (Gold Line) and 16th Street Station (Blue Line) with several bus stops within a few blocks of the project site including stops at 19th Street & V Street, 21st Street & R Street and 19th Street & S Street. The project's proximity to existing light rail stations demonstrates that the project site is within a TPA.

The 2020 U Street Apartments Project is an infill project within the Center/Corridor Community designation of the MTP/SCS for the City of Sacramento. Within the Center/Corridor Community, the MTP/SCS forecasts a range of low to high density residential, commercial, office, and industrial uses (MTP/SCS Appendix D). The project's land uses fall within this range of general uses, densities, and building intensities. With respect to consistency with the MTP/SCS policies, the applicable policies are embedded in the metrics and growth forecast assumptions of the MTP/SCS. For the purposes of determining SCS consistency, projects consistent with the growth forecast assumptions of the MTP/SCS are consistent with these policies. The MTP/SCS housing forecast for the

Auburn
Citrus Heights
Colfax
Davis
El Dorado County
Elk Grove
Folsom
Galt
Isleton
Lincoln
Live Oak
Loomis
Marysville
Placer County
Placerville
Rancho Cordova
Rocklin
Roseville
Sacramento
Sacramento County
Sutter County
West Sacramento
Wheatland
Winters
Woodland
Yolo County
Yuba City
Yuba County

Center/Corridor Communities was based not only on the City's land use plans and policies, but also on the following: an assessment of past building activity, current project entitlement activity, and consideration of changing demographic and housing market demand. Infill development and redevelopment is a strategy essential to the success of the Blueprint Preferred Scenario and the MTP/SCS. The Blueprint Preferred Scenario and the 2020 MTP/SCS achieve transportation, air quality, and other quality of life benefits by relying in part on infill and redevelopment projects such as this one. The proposed project is consistent with MTP/SCS growth forecast assumptions.

Thank you for inviting SACOG's input as to the consistency of 2020 U Street Apartments Project with the MTP/SCS. Our confirmation of the project's consistency with the MTP/SCS is not intended to express any opinion on the site design or the appropriate conditions of approval of the project. If you have further questions or need further assistance, please don't hesitate to contact me at (916) 340-6246.

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'Clint Holtzen', written over a horizontal line.

Clint Holtzen
Planning Manager

DETERMINATION OF MTP/SCS CONSISTENCY WORKSHEET

As of October 27, 2020ⁱ

Background: Pursuant to SB 375 and SB 743, streamlined CEQA review and analysis is available to certain land use projects that are consistent with the Sustainable Communities Strategy (SCS). The SCS was adopted by the Sacramento Area Council of Governments (SACOG) Board as part of the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) on November 18, 2019. The California Air Resources Board (CARB) provided an Acceptance of GHG Quantification Determination for the SACOG SCS in October 2020.

Purpose: The purpose of this worksheet is to provide lead agencies with guidance to determine whether a project is consistent with the general land use designation, density, intensity, and applicable policies of the 2020 MTP/SCS adopted by SACOG.

The lead agency has responsibility to make the final determination on these matters and to determine the applicable and appropriate CEQA streamlining, if any.

Directions: This worksheet should be completed by the lead agency, relying on the project description of the proposed project and [Appendix C and D of the MTP/SCS](#). Regardless of whether this optional worksheet is used to assist in determining consistency with the MTP/SCS, a project can only be consistent with the MTP/SCS if it is consistent with the general land use designation, density, building intensity, and applicable policies specified for the project area in the adopted MTP/SCS. This worksheet only applies to the 2020 MTP/SCS (adopted November 18, 2019); subsequent MTP/SCS adoptions may require updates to this form.

Lead agencies are welcome to contact SACOG for assistance in completing this worksheet. For assistance, contact Dov Kadin at dkadin@sacog.org.

Project Title		
Proposed Project is Located In (city/county name)		
Applicable Community Type Proposed Project is Located in The MTP/SCS land use forecast is illustrated using Community Types. In order to determine the general use designation, density and intensity of the Project area within the MTP/SCS, the Project must be located within a Community Type designated in the MTP/SCS. Use the map on page 4 of Appendix C of the MTP/SCS to identify the Community Type for the Project.	<input type="checkbox"/>	Center and Corridor Community
	<input type="checkbox"/>	Established Community
	<input type="checkbox"/>	Developing Community (list the specific name of the Developing Community as identified in Appendix C of the MTP/SCS beginning on page 5):
	<input type="checkbox"/>	Rural Residential Community

DETERMINATION OF MTP/SCS CONSISTENCY WORKSHEET

As of October 16, 2020

Required Consistency with the SCS: General Use Designation, Density and Intensity, and Applicable MTP/SCS Policies (PRC § 21155(a) and PRC § 21159.28(a))

General Use Designation, Density and Building Intensity. The foundation of the land use designations for the MTP/SCS is adopted and proposed local general plans, community plans, specific plans and other local policies and regulations. A project is consistent with the MTP/SCS if its uses are identified in the applicable MTP/SCS Community Type *and* its uses meet the general density and building intensity assumptions for the Community Type. The proposed project does not have to include all allowed uses in the MTP/SCS.

Applicable MTP/SCS Policies. For the purposes of determining SCS consistency, the policies of the MTP/SCS are embedded in the metrics and growth forecast assumptions of the MTP/SCS. Projects consistent with the growth forecast assumptions of the MTP/SCS, as determined by the criteria below, are consistent with the MTP/SCS and its policies.

Determine consistency of the Project using **one** of the four methods below:

Consistency Option	Criteria
Option A <input type="checkbox"/>	The Project is located in a Center and Corridor Community or an Established Community and the Project uses are consistent with the allowed uses of the applicable adopted local land use plan as it existed in 2019 and are at least 80 percent of the maximum allowed density or intensity of the allowed uses of the applicable local land use plans. Therefore, the Project is consistent with the MTP/SCS. ⁱⁱ
Option B <input type="checkbox"/>	The Project is located in a Center and Corridor Community or an Established Community and the Project uses have been reviewed in the context of, and are found to be consistent with, the general land use, density, and intensity information provided for this Community Type in Appendix D of the MTP/SCS (beginning on page 30). Therefore, the Project is consistent with the MTP/SCS.
Option C <input type="checkbox"/>	The Project is located in a Rural Residential Community and the Project residential density does not exceed the maximum density of one unit per acre as specified in the MTP/SCS, and employment development in the Project is at least 80 percent of the maximum allowed density or intensity of the applicable local land use plans. Therefore, the Project is consistent with the MTP/SCS.
Option D <input type="checkbox"/>	The Project is located in a Developing Community and the Project's average net density meets or exceed the average net density described for this specific Developing Community (as referenced by name of applicable specific plan, master plan, or special plan in Appendix D of the MTP/SCS) and employment development in the Project is consistent with the general employment land uses described for this specific Developing Community. ⁱⁱⁱ In addition, development from the project when added to other entitled projects will not exceed the MTP/SCS build out assumptions for the area within this Community Type, which are: New Housing Units: New Employees:

DETERMINATION OF MTP/SCS CONSISTENCY WORKSHEET

As of October 16, 2020

Conclusion	
The proposed project is consistent with the General Use Designation, Density and Intensity, and Applicable MTP/SCS Policies for the following reasons <i>(summarize findings on use designation, density and intensity for the Project evaluation completed above):</i>	

ⁱ This document may be updated as users provide feedback on its utility.

ⁱⁱ The MTP/SCS general land use, density and intensity in Center and Corridor Communities and Established Communities is based on 80 percent of the maximum allowed density or intensity of the land use designations in applicable local land use plans as they existed in 2016, unless otherwise noted in [Appendix C and D](#).

ⁱⁱⁱ The MTP/SCS land use forecast in Developing Communities was modeled according to adopted and proposed specific plans, master plans, and special plans as they existed in 2016, and is based on the housing and employment totals and the average net density of these plans, as outlined in [Appendix C and D](#).



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January 28, 2025

Ron Bess, Associate Planner
City of Sacramento
300 Richards Blvd
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Re: MTP/SCS Consistency for the Central Sacramento Studios II Project

Dear Mr. Bess:

You requested SACOG's confirmation that the proposed Central Sacramento Studios II Project is consistent with the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and is located within a Transit Priority Area (TPA), pursuant to PRC § 21155.4. SACOG provides a consistency determination at the request of the lead agency. However, it is the responsibility of the lead agency to make the final determination on a project's consistency with the MTP/SCS. This letter concurs with the City's determination that the Central Sacramento Studios II Project is consistent with the MTP/SCS and is located within a TPA. SACOG reviewed the project description and SCS consistency analysis compared to the MTP/SCS assumptions for the project area in order to make our determination.

The Central Sacramento Studios II Project proposes to construct a 4-story, 45,205 square foot, mixed-use development consisting of 68 multi-unit dwellings and one tenant space. The project is located within a Transit Priority Area, pursuant to PRC § 21155.4. Transit Priority Areas are areas of the region within one-half mile of a major transit stop existing or planned (if the planned stop is scheduled to be completed within the planning horizon included in a Regional Transportation Plan adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations. The project site is less than a half mile from an existing Sacramento Regional Transit's (Sac RT) Blue line station at 12th Street & I Street with several bus stops within a few blocks of the project site including stops at I Street & 12th Street, J Street & 11th Street, H Street & 11th Street and J Street & 10th Street. The project's proximity to an existing light rail demonstrates that the project site is within a TPA.

The Central Sacramento Studios II Project is an infill project within the Center/Corridor Community designation of the MTP/SCS for the City of Sacramento. Within the Center/Corridor Community, the MTP/SCS forecasts a range of low to high density residential, commercial, office, and industrial uses (MTP/SCS Appendix D). The project's land uses fall within this range of general uses, densities, and building intensities. With respect to consistency with the MTP/SCS policies, the applicable policies are embedded in the metrics and growth forecast assumptions of the MTP/SCS. For the purposes of determining SCS consistency, projects consistent with the growth forecast assumptions of the MTP/SCS are consistent with these policies. The MTP/SCS housing forecast for the Center/Corridor Communities was based not only on the City's land use plans and

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DETERMINATION OF MTP/SCS CONSISTENCY WORKSHEET

As of October 16, 2020

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ⁱ This document may be updated as users provide feedback on its utility.

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January 8, 2025

Citrus Heights City Council
6360 Fountain Square Drive
Citrus Heights, CA 95621

Re: Proposed Amendment to Sunrise Tomorrow Specific Plan

Dear Council Members:

Thank you for the opportunity to comment on the proposed amendments to the Sunrise Tomorrow Specific Plan. The currently adopted Specific Plan is a model for infill revitalization for the rest of the region. The proposed changes, which reduce residential capacity and intensities as a means of accommodating multiple quick-service restaurants and drive-through businesses, building and landscape materials sales, light industrial and storage uses, and automotive uses, have the potential to undermine the original vision for the Specific Plan. SACOG would like to express our concern about the proposed changes and that we remain committed to supporting the City with the implementation of the existing Specific Plan.

SACOG's primary responsibility as the Metropolitan Planning Organization for the six-county Sacramento region is the development and implementation of the MTP/SCS, a document that proactively links land use, air quality, and transportation needs to establish transportation spending priorities for the region. The MTP/SCS must be based on an estimated land use pattern to be built over the 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, community plans, specific plans, and other local policies and regulations, and the SACOG Blueprint. The Blueprint vision, based on the principles of smart growth, also contributes to the development of the MTP/SCS by giving general direction on how the region should develop over time to reap the benefits of the Blueprint Preferred Scenario.

The adopted Sunrise Tomorrow Specific Plan is one of the most significant planning efforts in the region to implement the Blueprint vision and principles. The Blueprint Preferred Scenario and the currently adopted MTP/SCS achieve transportation, air quality, and other quality of life benefits by relying in part on infill and redevelopment projects such as this one. The SACOG region has many aging and underutilized commercial corridors where local governments are looking to make more efficient use of existing public infrastructure. Redeveloping large, underutilized parking lots with housing is critical to the economic revitalization of these corridors and can provide the proximate customer base needed to sustain commercial uses in our changing retail climate.

The currently adopted Sunrise Tomorrow Specific Plan does exactly this by reimagining the Sunrise Mall into a vibrant mixed use center of attached housing, jobs, and services. The Blueprint, as well as every MTP/SCS update since then, has identified the need for

Auburn
Citrus Heights
Colfax
Davis
El Dorado County
Elk Grove
Folsom
Galt
Isleton
Lincoln
Live Oak
Loomis
Marysville
Placer County
Placerville
Rancho Cordova
Rocklin
Roseville
Sacramento
Sacramento County
Sutter County
West Sacramento
Wheatland
Winters
Woodland
Yolo County
Yuba City
Yuba County

more attached housing in the region to meet the needs of current and future residents. The proposed project supports this by planning for a significant amount of attached housing near existing jobs and services.

The project also supports transportation choice by locating a major transit facility along a high-quality transit corridor. The plan carefully considers the relocation of the existing bus transfer station to Sunrise Blvd. This has been done in consultation with Sacramento Regional Transit. The plan's proposed potential of 2,200 dwelling units within this transit corridor would promote walking and biking and may relieve congestion elsewhere in the city and region. For non-work/school trips, which make up most of all trips in the region, the project's location efficiency would allow for its residents to satisfy the many other needs of daily life in a central location.

SACOG has supported the City's efforts to develop the Sunrise Tomorrow Specific Plan for years through several competitive grants, including \$100,000 of Civic Engagement grants, \$160,000 in the Green Means Go Early Activation Grant Program, \$178,000 in Green Means Go Planning Grants, and, most recently, \$450,000 as part of a larger regional award in the federal Reconnecting Communities Grant. All of these grants were predicated on the vision of transforming the Sunrise Mall into a vibrant mixed use center and not a continuation of the auto-oriented uses that already exist along the corridor. Further, the \$450,000 awarded as part of the Reconnecting Communities Grant is in the process of being obligated, but has yet to be spent. If there is a different vision for the sunrise mall than what was portrayed in the grant application, there is a risk that the new project would no longer align with the federal criteria for the grant.

Thank you for the opportunity to comment on the proposed amendments to the Sunrise Tomorrow Specific Plan. We believe that the vision of the currently adopted plan has potential to be a transformative project and a model for other aging commercial infill properties in the region and appreciate the opportunity to express our concerns. We remain committed to the goals of the plan and look forward to continuing the conversation. If you have additional questions, please feel free to contact me.

Sincerely,



James Corless
Executive Director