

Revised Policy LU-33 and Table 8

Planning staff met with Regional Transit staff twice to discuss possible revisions to draft policy LU-33. As a result of these meetings, a number of relatively minor changes are being recommended:

- Update Table 8 to establish target densities in addition to the minimum density and intensity requirements currently included in the table.
- Include an additional column in Table 8 so that it can separately address three distinct areas around identified sites: within 1/8 mile, between 1/8 and 1/4 mile, and between 1/4 and 1/2 mile.
- Change the first sentence in the policy to read “It is the policy of Sacramento County to support and encourage Transit Oriented Development (TODs) in appropriate areas throughout the county. Development applications within ½ mile of a transit stop/station shall comply with the TOD development requirements as listed on Table 8.”

Policies:

- LU-33. It is the policy of Sacramento County to support and encourage Transit Oriented Development (TODs) in appropriate areas throughout the county. Development applications within ½ mile of a transit stop/station shall comply with the TOD development requirements as listed on Table 8. ~~It is the policy of Sacramento County to design new development in appropriate locations to conform to the densities and intensities identified in Table 8.~~ Appropriate locations include transit stops or nodes in commercial corridors, Bus Rapid Transit (BRT) or Light Rail stations, transit stops in new growth areas, or opportunity sites identified in Regional Transit’s Master Plan. If the Planning Department determines that an application is inconsistent with the intent of this policy, the Board of Supervisors shall be the appropriate hearing body to determine feasibility of consistency.

TABLE 8

MINIMUM DENSITY AND INTENSITY REQUIREMENTS OF LU-33					
<i>TRANSIT TYPE</i>	<i>INTENT</i>	<i>LAND USE TYPE</i>	<i>WITHIN 1/8 MILE</i>	<i><u>WITHIN 1/8-1/4 MILE</u></i>	<i><u>WITHIN 1/4-1/2 MILE</u></i>
LIGHT RAIL (Existing and Planned)	<p>Create transit supportive districts around light rail stations that feature compact and/or mixed use development and encourage pedestrian activity. Preferred uses include ground floor retail with compact housing and/or employment uses above.</p> <ul style="list-style-type: none"> • <u>Target densities within 1/8 mile range from 40-80 du/NA depending on the location, although due to ideal nature of these sites, there is no limit to the density/intensity. Target densities within 1/8 to 1/4 mile are 30-60 du/NA. Within 1/4 to 1/2 the target is 12-30 du/NA. FARs equivalent to these densities are recommended for non-residential and mixed use projects.</u> • Developments proposed on land designated as TOD on the Land Use Diagram <i>must</i> meet the minimum densities and intensities of this table. • Developments proposed on land located within 1/2 mile of an existing or planned light rail station that is <i>not</i> designated as TOD on the Land Use Diagram <i>should</i> meet the minimum densities and intensities of this table. • Transit area plans shall conform to the minimum densities and intensities of this table. 	RESIDENTIAL	<u>3025</u> du/NA	<u>18 du/NA</u>	12 du/NA
		NON-RESIDENTIAL & MIXED USE	<u>1.50</u> FAR	<u>1.0 FAR</u>	0.65 FAR
BUS RAPID TRANSIT AND OTHER TRUNK SERVICE	<p>Attract transit supportive uses at appropriate sites with access to Bus Rapid Transit and other trunk line service where that service is planned or currently exists, including:</p> <ul style="list-style-type: none"> o In identified commercial corridors; o At major bus stops, transfer stations and other key opportunity sites as identified by Regional Transit’s updated Master Plan, and; o In new growth areas and other master planned areas <ul style="list-style-type: none"> • <u>Target densities within 1/8 mile range from 20-50 du/NA depending on the location, although due to ideal nature of these sites, there is no limit to the density/intensity. Target densities within 1/8 to 1/4 mile are 15-30 du/NA, and within 1/4 to 1/2 the target is 10-20 du/NA. FARs equivalent to these densities are recommended for non-residential and mixed use projects.</u> 	RESIDENTIAL	<u>2047</u> du/NA	<u>15 du/NA</u>	10 du/NA
		NON-RESIDENTIAL & MIXED USE	0.65 FAR	<u>0.5 FAR</u>	0.4 FAR
FEEDER LINES	<p>Attract transit supportive uses at appropriate sites along where feeder lines are planned or currently exist, including:</p> <ul style="list-style-type: none"> o In identified commercial corridors; o At major bus stops, transfer stations and other key opportunity sites as identified by Regional Transit’s updated Master Plan, and; o In new growth areas and other master planned areas <ul style="list-style-type: none"> • <u>Target densities within 1/8 mile range from 10-30 du/NA. Target densities within 1/8 to 1/4 mile are 6-15 du/NA, and within 1/4 to 1/2 the target is 6-10 du/NA. FARs equivalent to these densities are recommended for non-residential and mixed use projects.</u> 	RESIDENTIAL	10 du/NA	<u>6 du/NA</u>	6 du/NA
		NON-RESIDENTIAL & MIXED USE	0.4 FAR	<u>0.3 FAR</u>	0.3 FAR
<p>NOTES</p> <p>1. The intent of the minimum FARs shown on this table is to encourage transit supportive uses, including retail uses that will stimulate street-level activity and employment uses that will generate a large number of jobs. The minimum FARs should not be used to justify uses that are not transit supportive, such as big boxes stores, warehouses and storage uses; although these uses may satisfy the minimum requirements of this table, they do not meet the intent of the policy.</p> <p><i>EXISTING: Existing service or under construction</i> <i>du/NA = Dwelling unit / net acre</i> <i>PLANNED: Service is in an adopted plan</i> <i>FAR = Floor area ratio</i></p>					