

Folsom City Council Staff Report

MEETING DATE:	10/27/2020
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10547 - A Resolution of the City Council of the City of Folsom Designating Green Zones Within the City to Promote Infill Development and Reduce Existing Barriers and Provide New Transportation Options
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

Move to Adopt Resolution No. 10547 - A Resolution of the City Council of the City of Folsom Designating Green Zones Within the City to Promote Infill Development and Reduce Existing Barriers and Provide New Transportation Options.

BACKGROUND / ISSUE

Green Means Go is a multi-year pilot program created by the Sacramento Area Council of Governments (SACOG) to lower greenhouse gas (GHG) emissions in the six county Sacramento region, as required under the Sustainable Communities and Climate Protection Act of 2008, also known as SB 375. The pilot program focuses on three key emission reduction strategies which include accelerating infill development, reducing vehicle trips, and promoting clean mobility options, in targeted areas, called Green Zones. For Green Means Go to be most effective, Green Zones need to be in areas where new growth is planned and is supported by local policies and actions so that the efforts to accelerate infill, travel choice, and electrification all have potential to be complementary strategies.

Green Zones will be areas within the City where qualifying Green Means Go projects will be eligible for funding should SACOG receive state funding leading up to the next Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) update. The framework

for establishing Green Zones is centered around a locally led collaborative nomination process which was approved by the SACOG Board of Directors on August 20, 2020. Earlier this month City staff met with SACOG staff to review the City's proposed Green Zones and SACOG accepted the following proposed nominations as having met the Green Means Go Green Zone eligibility requirements:

1. Greenback Green Zone
2. Glenn-Iron Point Green Zone
3. Historic District Green Zone
4. Central Business Green Zone
5. College-Broadstone Green Zone
6. Creekside Green Zone

Each of these Green Zones are shown on the attached Green Means Go Green Zones Nomination Map (Attachment 2). The City Council is being asked to adopt a resolution that would approve these designated Green Zones in the City of Folsom.

POLICY / RULE

Local agencies must adopt their Green Zones by action of their city council or board of supervisors. The SACOG Board will then considering adopting the nominated Green Zones at its December 2020 meeting.

ANALYSIS

For Green Means Go, SACOG has solicited its member local governments to nominate Green Zones that are 1) within infill areas, defined by the 2020 MTP/SCS Community Type map as Center and Corridor Communities or Established Communities, 2) within areas planned for growth or being considered for increased growth through current local planning work, and; 3) supported by local policies and actions that support increased development or redevelopment in the area. local jurisdictions are asked to nominate Green Zones in areas where they will support infill, reduce regulatory and economic barriers to infill, and encourage new transportation options. There are no limitations on how many areas a jurisdiction can nominate and there are no size requirements. Additionally, prioritizing specific communities or corridors is highly encouraged to better target future investments where they can have the greatest impact.

In considering areas within Folsom that meet Green Means Go criteria, staff focused on the land use and mobility policies of the recently adopted 2035 General Plan that call for strategic urban development north of Highway 50 that preserves existing viable neighborhoods and targets new development primarily to infill areas that are vacant, underutilized, or already entitled. Specifically, these policies target intensified mixed use development in the vicinity of the City's three existing light rail stations and along the established corridors (e.g. East Bidwell Street).

The City's General Plan identifies three SACOG Transit Priority Areas (TPAs), which are areas located within one-half mile around each of the three light rail stations (Historic Folsom Station, Glenn Station, and Iron Point Station). Land use policies for these areas encourage dense mixed-use transit-oriented development that facilitate connections (including bicycle and pedestrian connections) between transit modes. Land use policies for these areas also note that the Historic District is distinctly different from the rest of Folsom. As such, staff identified two Green Zones within the TPAs as follows: Glenn-Iron Point Green Zone, which essentially includes parcels within both the Glenn Station TPA and the Iron Point Station TPA, as well as parcels within the Lake Forest Tech Center and the Historic District Green Zone which includes parcels within the Historic Folsom Station TPA. In addition to potential future infill development opportunities, these TPA Green Zones are in areas where transportation options make sense to promote shorter, fewer, and cleaner vehicle trips.

In addition to identifying TPAs, the City's General Plan establishes the East Bidwell Corridor (EBC) overlay which provides for a mixture of commercial and residential uses along East Bidwell Street. This designation encourages higher density mixed-use patterns of development and redevelopment that provide a variety of housing opportunities and create distinct and unique areas of the city. Policies also encourage pedestrian- and bicycle-friendly street patterns that provide intermodal connections to transit stops. Within the EBC overlay, staff identified three Greens Zones as follows: Central Business Green Zone, Creekside Green Zone and College-Broadstone Green Zone. It is worth noting that for the Central Business Green Zone, the boundary includes two city-owned sites (Lembi Park parking lot and the small vacant parcel across from Folsom Lake High School) along Riley Street which are not within the EBC overlay boundary, but are areas identified by staff that have potential for future electric vehicle charging infrastructure and/or multimodal hubs.

Finally, in considering other suitable Green Zone areas, staff identified the Greenback Lane commercial corridor area adjacent to the city/county boundary as a candidate. This Greenback Green Zone, which currently has several underutilized sites, has potential for future infill development or redevelopment.

As previously indicated in this staff report, the purpose of Green Means Go Program is to come up with GHG emissions reduction strategies in targeted areas of the city called Green Zones. These strategies include accelerating infill development, reducing vehicle trips, and promoting clean mobility options. Should SACOG receive state funding leading up to the next MTP/SCS update, qualifying projects within the nominated Green Zones will be eligible to apply for Green Means Go funding. Examples of qualifying projects for future Green Means Go funding are shown in Attachment 3.

FINANCIAL IMPACT

There is no financial impact associated with nominating Green Zones.

ENVIRONMENTAL REVIEW

The project is exempt from the California Environmental Quality Act (CEQA) pursuant to Sections 15195 (Residential Infill Exemptions), 15262 (Feasibility and Planning Studies) and 15308 (Actions by Regulatory Agencies for Protection of the Environment) of the CEQA Guidelines.

ATTACHMENTS

1. Resolution No. 10547 - A Resolution of the City Council of the City of Folsom Designating Green Zones Within the City to Promote Infill Development and Reduce Existing Barriers and Provide New Transportation Options
2. Green Means Go Map
3. Example Green Means Go Projects Identified by SACOG

Submitted,



Pam Johns, Community Development Director

ATTACHMENT 1

Resolution No. 10547 - A Resolution of the City Council of the City of
Folsom Designating Green Zones Within the City to Promote Infill
Development and Reduce Existing Barriers and Provide New Transportation
Options

RESOLUTION NO. 10547

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FOLSOM
DESIGNATING GREEN ZONES WITHIN THE CITY TO PROMOTE INFILL
DEVELOPMENT AND REDUCE EXISTING BARRIERS AND PROVIDE NEW
TRANSPORTATION OPTIONS**

WHEREAS, the City of Folsom is a member of the Sacramento Area Council of Governments (SACOG); and

WHEREAS, the region faces an ambitious state-mandated per capita greenhouse gas reduction target of 19 percent by 2035 for the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), adopted November 18, 2019; and

WHEREAS, the City of Folsom is committed to helping the Sacramento region meet its 19 percent greenhouse gas reduction target by facilitating more housing and transportation choices and advancing economic prosperity; and

WHEREAS, SACOG and its member local governments must work in partnership with the state in order to support housing and transportation projects that will help the region and the state achieve our environmental goals; and

WHEREAS, the Green Means Go pilot project will be a meaningful and measurable effort to catalyze and advance projects and programs that accelerate infill housing, travel options, and electric vehicle deployment in targeted areas, called Green Zones; and

WHEREAS, SACOG has solicited its member local governments to nominate Green Zones that are 1) within infill areas, defined by the 2020 MTP/SCS Community Type map as Center and Corridor Communities or Established Communities, 2) within areas planned for growth or being considered for increased growth through current local planning work, and; 3) supported by local policies and actions that support increased development or redevelopment in the area; and

WHEREAS, SACOG acknowledges that Green Zones are areas where new growth is planned or being planned, and encourages, where applicable, outreach in disadvantaged communities, proactive anti-displacement policies and mitigation strategies in an attempt to reduce gentrification and displacement within Green Zones as they grow and transform; and

WHEREAS, SACOG understands that funding and priorities can change over time and will allow amendments to the Green Zones on an as-needed basis following discussions with local agency staff and at the discretion of the SACOG Executive Director; and

WHEREAS, SACOG has reviewed nominated Green Zones within Folsom and has accepted those nominations as having met the Green Means Go Green Zone eligibility requirements.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Folsom hereby:

1. Reaffirms its commitment to helping the State of California and the SACOG region reach its current 19 percent greenhouse gas reduction goal through implementation of the Green Means Go pilot project.
2. Adopts the following named areas as Green Zones: Greenback Green Zone, Glenn-Iron Point Green Zone, Historic District Green Zone, Central Business District Green Zone, College-Broadstone Green Zone and Creekside Green Zone.
3. Authorizes the City Manager to propose amendments to the SACOG Executive Director for Greens Zones named herein.

PASSED AND ADOPTED this 27th day of October 2020, by the following roll-call vote:

AYES: Council Member(s):
NOES: Council Member(s):
ABSENT: Council Member(s):
ABSTAIN: Council Member(s):

Sarah Aquino, MAYOR

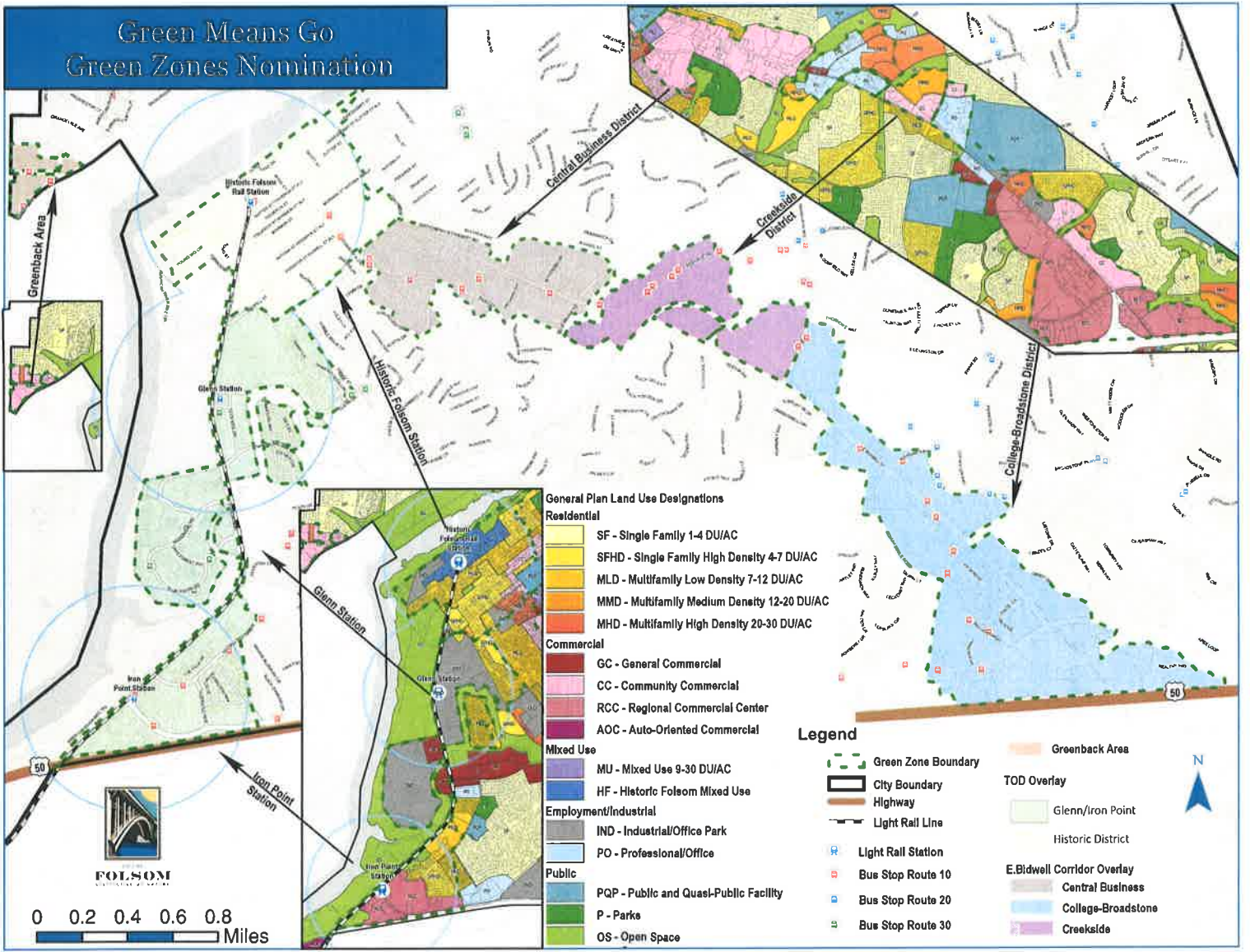
ATTEST:

Christa Freemantle, CITY CLERK

ATTACHMENT 2

Green Means Go Map

Green Means Go Green Zones Nomination



ATTACHMENT 3

Example Green Means Go Projects Identified by SACOG

EXAMPLE GREEN MEANS GO PROJECTS IDENTIFIED BY SACOG

Accelerate Infill:

- Specific infrastructure improvements necessary to support higher density housing and commercial development, including resizing water, sewer, and drainage.
- Rehabilitation of historic main street buildings in smaller cities and suburbs to provide housing and retail space
- Site inventory of commercial properties and feasibility study to provide concept-level design alternatives for infill properties with the greatest potential to include affordable housing.
- Identify excessive parking areas and develop an incentive program to redevelop these areas, with a focus on housing.
- Fund the consolidation and/or purchase of sites/smaller parcels to help spur affordable housing developments.
- Create a series of architectural pre-approved ADU master plans that Green Zone residents could utilize free of charge to help speed up the building plan check process and lower the cost of ADUs by removing the design professional cost.
- Eliminate all ADU and multi-family housing impact fees in the Green Zone to help incentivize a larger inventory of different housing types.
- Four-Plex pilot: Design and develop a prototype four-plex on a 60 feet x 120 feet parcel to reduce cost and incentivize increased density.

Accelerate Travel Options:

- Provide demand responsive rideshare alternative between transit hubs and major business and residential hubs.
- Implement Transportation Demand Management programs to increase use of alternatives to driving, including transit, ridesharing, walking, biking, and telework.
- Express transit service to reduce parking demand and private ride sharing and vanpool services to provide alternative(s) to commuting by single occupant vehicle.

Accelerate Electric Vehicle Deployment:

- Expand and improve EV charging infrastructure and multimodal hubs.
- Create an Electric Vehicle Mobility hub in Light Rail station parking lots to accommodate last mile travel from transit to job centers.

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