



May 9, 2007

Sacramento County Board of Supervisors
700 I Street
Sacramento, CA 95814

RE: Butterfield Light Rail Station Special Planning Area

Dear Supervisors:

WALKSacramento supports the Community Plan Amendment, rezone, and Zoning Code Amendment for the Butterfield Light Rail Station. Approval of this project by the Sacramento County Board of Supervisors is an important step towards implementing Transit-Oriented Development in Sacramento County.

WALKSacramento is a non-profit organization dedicated to achieving safe, walkable communities. The benefits include improved physical fitness, less motor vehicle traffic congestion, better air quality, and a stronger sense of cohesion in local neighborhoods.

The mixed land use proposed for the Butterfield LRS Special Planning Area will promote more walking and bicycling in the area around the Butterfield light rail station. Retail uses will be convenient to transit users passing through the Butterfield station area. Residential units will provide customers for the retail, employees for the offices, and riders for the transit system. The proximity of the light rail station to high-density residential will provide convenient, easy access to transit. The residential units will also provide 'eyes-on-the-station', reducing crime and increasing safety for people at the light rail station.

It is important that development in areas immediately surrounding transit stations within the Folsom Boulevard Corridor be truly transit oriented. These areas provide the most opportunity for the kind of development that reduces reliance on the automobile and promotes more pedestrian and transit trips. The Butterfield Light Rail Station Special Planning Area which proposes a mixed-use pedestrian-friendly transit-oriented land use should be approved now (before the State HCD 4-month extension expires) giving the Board's support for good transit-oriented planning. This action would be consistent with the Board's intention to create a full TOD plan for this area.

In view of that vision, we also recommend that approval of any ADDITIONAL development applications within the Butterfield Transit Area be delayed until the full Special Planning Area is complete UNLESS THEY ARE CLEARLY TRANSIT ORIENTED. The current proposed development adjacent to Butterfield Light Rail Station is only minimally transit oriented and could benefit significantly from a greater transit and pedestrian orientation.

Sincerely,

Chris Holm
Project Analyst

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cc: James Robinson, Sacramento Regional Transit
Anne Geraghty, WALKSacramento