BACKGROUND

Prior Council Actions

Council has provided feedback and direction for the 2030 General Plan since its 2004 initiation, including the following key actions and milestones:

- October 2004 – Council initiated the process to create the 2030 General Plan.
- October 2005 – Adopted the Sacramento Area Council of Government's Blueprint Growth Allocations, thus demonstrating the City's commitment to accommodate the City's share of the Blueprint's growth projections in the 2030 General Plan.
- November 2005 – Adopted the Vision and Guiding Principles for the 2030 General Plan.
- March 2007– Directed staff to incorporate Community Plans into the 2030 General Plan.
- July 2007 – Accepted the Preferred Land Use and Urban Design Diagram.
- December 2007 – Accepted the recommended 2030 General Plan's goals and policies and the draft South Area Community Plan.
- March 2008 – Directed staff to include the proposed circulation maps and mobility policies in the 2030 General Plan.
- April 2008 – Accepted the Community Plan and Special Study Areas Chapters.

These actions, along with an extensive public outreach effort, led to the May 8, 2008, public release of the Draft 2030 General Plan. The public comment period for the Draft 2030 General Plan closed on July 31.

November 18, 2008, Council Workshop

On November 18, 2008, staff presented a workshop to receive Council input on the public comments received and staff's response to those comments and proposed changes. Council also provided input on the 65th Street/University Village Focused Opportunity Area concept which staff is proposing be added to the new General Plan.

December 2, 2008, Council Hearing on the 2030 General Plan

On December 2, 2008, the first of two hearings was held for the Council to consider and take final action on the 2030 General Plan. The following issues were discussed:

- Land Use at 65th Street and Fruitridge Road. Councilmember McCarty requested the land use of parcels near the corner of 65th Street and Fruitridge Road be change from Traditional Low Density Neighborhood to Suburban Corridor to encourage commercial development on that site. A map showing this change is provided in Attachment 8.

- Exceeding FAR. Staff is recommending a new General Plan policy and implementation program to amend the zoning code to allow for the floor-area-ratio (FAR) to be exceeded if a significant public benefit is provided. Councilmember Cohn suggested the ordinance provide for flexibility while giving developers guidance on what type of amenities would be considered "significant public benefit".

Examples provided include the following: superior architectural design; projects that offer a diverse mix of uses and not a single purpose use; public spaces such as parks or plazas; space for performing art, museums, libraries, community centers, and other public facilities; and environmental benefits such as LEED certification.

- Storage of Hazardous Materials. Several public members expressed concern about the policy that addressed the storage of hazardous materials. One concern was that the policy would result in additional review of projects that is duplicative of existing state requirements. Others, however, supported the proposed policy because it would allow the City to request additional information if deemed necessary. Staff offered revised policy language which was supported by both the public and Council:

  > "**Risks from Hazardous Materials Facilities.** When appropriate in light of the City's responsibilities regarding permitting, the City shall review proposed facilities that would produce or store hazardous materials, gas, natural gas, or other fuels to identify, and provide feasible mitigation for, any significant risks. The review shall consider, at a minimum, the following: presence of seismic or geologic hazards; presence of hazardous materials; proximity to residential development and areas in which substantial concentrations of people would occur; and nature and level of risk and hazard associated with the proposed project."

- Central Business District. The 2030 General Plan proposes the Central Business District (CBD) be expanded from "N" Street to "Q" Street, and Interstate 5 to 15th Street. Residents living within this proposed expansion area expressed concern that the CBD designation puts existing residential areas at risk of being replaced by office or higher density residential uses. Council supported retaining the proposed boundaries for the Central Business District and added the following policy:

  > "The City shall support a mixed use, vibrant Central Business District by encouraging innovative mixed-use development resulting in development consistent with-Sacramento's commitment to environmental sustainability."

- Climate Change. In November 2008, staff reported that the analysis for the Draft Master Environmental Impact Report (EIR) for the 2030 General Plan found evidence of the Plan's impact on climate change to be too speculative at this time, and that no determination of significance could be made. Staff also reported that the State Attorney General's Office, although supportive of many of the General Plan policies and implementation measures, argued that there is enough evidence to determine that the General Plan has a significant impact on climate change due to the anticipated growth. Council directed staff to work with the State Attorney General's office to develop options to address the issues raised by the State Attorney General's office.

In December 2008, staff revised the EIR to change the determination of the Plan's contribution to the cumulative impact of climate change to be significant and unavoidable. However, additional concerns were raised at the December 2, 2008, public hearing by the Attorney General regarding the policies and programs identified by staff to mitigate the climate change impacts of the General Plan. At the direction of the Council, staff has had discussions with the Attorney General staff and the Sacramento Metropolitan Air Quality Management District staff to identify additional mitigation recommendations. A complete list of the AG and SMAQMD suggested changes proposed to policies and programs to mitigate greenhouse gas and climate change impacts, and staff recommended responses to these suggestions, are included in Attachment 6. Highlights of these new or modified policies and programs include:

- Develop a communitywide Climate Action Plan
- Develop an appropriate green building rating program and green building ordinance; in partnership with others in the region
- Promote and, where appropriate, require building and site design features to reduce the urban heat island effect
- Review, update and enforce the City's existing Residential Energy Conservation Ordinance (Sacramento City Code Title 15.76).

A number of policies or programs were also edited to include stronger "action language," as opposed to "hortatory" language.

Potential costs to the City and its customers have been identified broadly for evaluation purposes. However, in many cases actual costs for implementation will not be known without more detailed investigation and research that typically takes place during project or program development.

New Proposed Changes to the Draft 2030 General Plan

- Interior Noise Policy: Concern was raised about the potential this policy could result in establishing a threshold of significance for future projects, and that such a threshold has not been evaluated with respect to its impact on new residential development. The City recognizes this as a legitimate concern. The primary focus of the proposed policy was to raise the issue of noise exposure and ensure that it is evaluated in the land use decision-making process. This can be achieved through a revision to the policy, as follows:

  E.C. 3.1.4 Interior Noise Review ~~Standards~~ for Multiple, Loud Short-Term Events. ~~The City may require~~ In cases where new development is proposed in areas subject to frequent, high-noise events (such as aircraft over-flights, or train and truck pass-bys) the City shall evaluate noise impacts on any sensitive receptors from such events when considering whether to approve the development proposal, taking into account potential for sleep disturbance, undue annoyance, and interruption in conversation, to ensure that the proposed development is

compatible within the context of its surroundings. ~~to meet the following interior noise standards during exposure to multiple noise events: 50 dBA SEL in bedrooms and 55 dBA SEL in other habitable rooms. In areas where high-noise events are especially frequent (e.g., major commercial airports, mainline railroad tracks, and major truck routes or freeways); the City can require more stringent SEL standards if the events are especially loud and frequent resulting in unacceptable sleep disturbance.~~

- Land Use Modifications. Several minor land use changes were made since the December 12, 2008 Council Meeting. Maps of these changes can be seen in Attachment 8:

  *65th Street and Fruitridge***.** On December 2, 2008, Council requested that key parcels on the corner of 65th Street and Fruitridge Boulevard change from Traditional Neighborhood Low Density to Suburban Corridor to encourage commercial development on the site.

  Delta Shores. The General Plan requires that locations designated Planned Development be given new designations when underlying development projects are approved. Delta Shores was approved by Council on January 13, 2009, so staff has translated the approved plan into the appropriate General Plan designations.

  Administrative Corrections. Long Range Planning staff conducted a thorough analysis of the Draft Land Use Diagram and identified a number of administrative corrections based on the following criteria:

  - Consistency with existing zoning.
  - Consistency with existing Community Plans.
  - Consistency with recently entitled development projects.
  - In Florin and Meadowview Station areas, consistency with proposed Transit Oriented Development (TOD) Concept and Guidelines.

- General Plan Amendments. Staff is proposing removing the policy that limits the number of General Plan amendments to four times a year. This proposal is based on concern about feasibility of changing the current application processing procedures, potential projects delays, and potential for equally effective methods of monitoring and evaluating amendments to the plan through annual General Plan progress reports to the Council.

- Senate Bill 375: Regional Sustainable Communities. Staff proposes the following additions to the land use policies and implementation program of the 2030 General Plan. A diagram – The Areas within ½ Mile of Transit Stops or High Quality Transit Corridor Diagram – is provided in Attachment 4, Exhibit D. These additions speak to the City's commitment to implementing SB 375:

Introduction:
California Senate Bill 375 (Chapter 728 Statutes of 2008), known as "the Anti-Sprawl Bill", requires each metropolitan planning organization (MPO) to include a Sustainable Communities Strategy in its regional transportation plan (RTP) or to adopt an Alternative Planning Strategy, for the purpose of reducing greenhouse gas emissions, aligning planning for transportation and housing needs, and creating incentives for the implementation of the strategies, such as CEQA streamlining and transportation funding. Policies in this section provide for coordination with SACOG in preparing its RTP and for consistency with SACOG's strategies in the City's planning efforts to facilitate and streamline the development of residential mixed-use projects and "Transit Priority Projects."

Goal 1.2
Sustainable Sacramento Strategy. Support statewide and regional efforts to reduce greenhouse gas emissions, fund transportation improvements, and meet housing needs.

Policies
LU 1.2.1 **Regional Coordination.** The City shall work with SACOG to develop and periodically update the Sustainable Communities Strategy or Alternative Planning Strategy as part of the Regional Transportation Planning process.

LU 1.2.2 **Sustainable Sacramento Strategy.** The City shall review SACOG's Regional Transportation Plan, including the Sustainable Communities Strategy or Alternative Planning Strategy, each time it reviews and updates the General Plan and any master plan, strategy, and zoning, to ensure overall consistency among all of these plans and strategies and allow for CEQA streamlining and eligibility for State transportation funding.

LU 1.2.3 **Streamlined Development.** The City shall work with SACOG to ensure that the cumulative impacts of any Regional Transportation Plan are analyzed pursuant to CEQA so that applicable projects may benefit from CEQA streamlining (e.g., full exemption, Sustainable Communities Environmental Assessment, or traffic mitigation) as provided by State law.

Implementation Measure
LU 1.2.2 The City shall prepare guidelines that describe the City's process for qualifying for CEQA streamlining for residential mixed-use projects and "Transportation Priority Projects" as provided under State law.

Timing: 2009-2012

Responsible Department(s): Planning, Economic Development, and Development Services; City Attorney's Office

- Mobility Element Modifications.
  The following changes were made to the Mobility Element and associated figures.

  General Plan Text Changes

  - Recommended modifications to the LOS Standards for the core area and roadways exempt from LOS standards (M 1.2.2) based on traffic mitigation measures were revised to clarify that the addition of travel lanes would not be required but intersection improvements could be considered.
  - Folsom Boulevard exemption (M 1.2.2(d)) was extended from "65th Street to Watt Avenue" to "34th Street to Watt Avenue"
  - Added 24th Street from Meadowview Road to Delta Shores Circle to the list of roadways exempt from LOS standard (M 1.2.2(d))
  - Added Garden Highway from Truxel Road to Northgate Boulevard to the list of roadways exempt from LOS standard (M 1.2.2(d))
  - Added J Street from 43rd Street to 56th Street to the list of roadways exempt from LOS standard (M 1.2.2(d))
  - The definitions for Street Functional Classifications and Street Typology (M 4.4.1) were edited to enhance clarity and consistency.
  - A separate list of exempt segments for special study areas was removed in lieu of incorporating these segments in M 1.2.2(d)
  - Minor text modification was made to Policy M 1.5.6 to ensure that the City of Sacramento agrees to the program of ITS improvements prior to any commitment of participation for funding.

  General Plan Figure Changes

  - Figures M2 and M3 incorrectly depicted roadway number of lanes instead of street classifications as identified in the legends and have been removed. These figures have been superseded by Figures M2A and M2B which have been added to show street classifications citywide and in the core area respectively. Figures M2A and M2B are provided in Attachment 4, Exhibit F.
  - Figures M3A and M3B have been added to show number of lanes citywide and in the core area respectively. Figures M3A and M3B are provided in Attachment 4, Exhibit G.
  - Special Study Analysis resulted in a recommendation to reduce the number of planned lanes (Figure M3A) from 4 lanes to 2 lanes on 24th Street from Meadowview Road to Delta Shores Circle.
  - Special Study Analysis resulted in a recommendation to reduce the number of planned lanes (Figures M3A) from 4 lanes to 2 lanes on Elvas Avenue from C Street to H Street.
  - Special Study Analysis resulted in a recommendation to reduce the number of planned lanes (Figures M3A) from 4 lanes to 2 lanes on Folsom Boulevard from 34th Street to 47th Street.
  - Special Study Analysis resulted in a recommendation to reduce the number of planned lanes (Figures M3A) from 4 lanes to 2 lanes on Garden Highway from Truxel Road to Northgate Boulevard.
  - Special Study Analysis resulted in a recommendation to reduce the number of planned lanes (Figures M3A) from 4 lanes to 2 lanes on J Street from 43rd Street to 56th Street.

- Special Study Area designations were removed from Figures M2A, M2B, M3A, and M3B for clarity.
- Figure M2A was edited to remedy incorrect street classifications on Hornet Drive and Center Parkway.
- Figures M2A and M2B were edited to clean up inconsistencies with the traffic modeling assumptions.

ATTACHMENT 2

RESOLUTION NO.

Adopted by the Sacramento City Council

OVERRULING THE ALUC'S FINDINGS OF INCONSISTENCY RELATING TO THE APPROVAL OF THE SACRAMENTO 2030 GENERAL PLAN AND ADOPTING FINDINGS OF FACT IN SUPPORT THEREOF (PUB. UTIL. CODE SEC. 21676)

BACKGROUND

A. The Board of Directors of the Sacramento Area Council of Governments, sitting as the Airport Land Use Commission (ALUC), has adopted Comprehensive Land Use Plans (CLUPs) for Mather Field, Executive Airport, Sacramento International Airport, and McClellan Field.

B. Pursuant to Public Utilities Code §21676, the City referred the proposed 2030 General Plan to the ALUC for a determination of consistency of the 2030 General Plan with the four adopted CLUPs. On October 20, 2008, ALUC staff provided its written review and conclusion that the proposed 2030 General Plan is consistent with the four CLUPs, with three exceptions.

C. Subdivision (b) of Section 21676 of the Public Utilities Code provides that the City Council, after a public hearing and after giving forty-five (45) days prior notice to the ALUC and Caltrans Division of Aeronautics, and upon a two-thirds vote, may overrule the ALUC, based on specific findings that the elements of the proposed 2030 General Plan found inconsistent by the ALUC are consistent with the public interest purposes stated in Public Utilities Code Section 21670.

D. The ALUC staff found that the 2030 General Plan was inconsistent with adopted CLUPs in the form of two identified incompatible uses, involving the Sacramento International Airport Overflight Safety Zone and the McClellan Field CLUP, and a category of uses that may or may not be compatible depending on the actual proposed development within certain land use designations near Executive Airport.

E. With respect to the Sacramento International Airport CLUP, the ALUC made a finding of inconsistency for a light rail station in the proposed Greenbriar project that is located within the Overflight Safety Zone, where passenger terminals and stations are prohibited. This same inconsistency

was noted when the proposed Greenbriar project was reviewed by the ALUC for consistency, as stated in the ALUC's December 7, 2005 letter. The City Council overruled this determination of inconsistency based on findings as stated in Resolution No. 2008-060.

F. With respect to McClellan Field, the ALUC found that portions of the residential areas of the McClellan Heights/Parker Homes Special Planning District are located within the CLUP's restricted noise contour. This same inconsistency was noted when the McClellan Heights/Parker Homes Special Planning District was reviewed by the ALUC for consistency as stated in its August 10, 2007 letter. The City Council overruled this determination of inconsistency based on findings as stated in Resolution No. 2007-881.

G. On December 2, 2008, the City Council held a public hearing on the ALUC's findings of inconsistency between the Sacramento 2030 General Plan and the four adopted CLUPs as stated in Sections D, E, and F, above; declared its intent to overrule the ALUC on its findings of inconsistency; and directed staff to file its proposed findings in support of its intent to overrule with the ALUC and Caltrans Division of Aeronautics.

H. On March 3, 2009, the City Council concluded the public hearing and reviewed and considered (1) the comments received from the ALUC and Caltrans Division of Aeronautics on the City Council's proposed findings in support of the its intent to overrule the ALUC on its finding of inconsistency relating to the Sacramento 2030 General Plan, (2) the City Council's findings in support of its previous decision to overrule the ALUC's findings of inconsistency relating to the Greenbriar Project and the McClellan Heights/Parker Homes Special Planning District as stated in Resolution Nos. 2008-060 and 2007-881, and (3) all testimony and other information provided at the hearing relating to overruling the ALUC's determination.

I. The Sacramento 2030 General Plan reflects the City's support for the development of Sacramento International Airport and the other airports and airfields serving the City and for a full range of aviation services to meet the present and future needs of its residents and the business community. The 2030 General Plan also calls for the City's cooperation with the ALUC and the Sacramento County Airport System to ensure that new development is compatible with airport operations and ALUC polices (see Sacramento 2030 General Plan, Part 2 Citywide Goals and Policies, Polices LU 8.1.14-8.1.17; M 8.1.1).

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

Section 1. The City Council finds that the Sacramento 2030 General Plan is consistent with the purposes of Section 21670 of the Public Utilities Code in that it prevents the creation of new safety problems and protects public health, safety, and welfare by ensuring the orderly expansion of the airports and includes the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around the airports to the extent that these areas are not already devoted to incompatible uses.

Section 2. The City Council finds that no substantial changes have been made in the Sacramento 2030 General Plan to the size, location, or other attributes of the light rail station in the proposed Greenbriar Project, or to the size, density, location, or other attributes of the residential areas of the McClellan Heights/Parker Homes Special Planning District, nor is there any new information or changes in circumstances that would cause any of the findings stated in Resolution Nos. 2008-060 and 2007-881 (in support of the City Council's previous decisions to overrule the ALUC's findings of inconsistency relating to the Greenbriar Project and the McClellan Heights/Parker Homes Special Planning District) to be no longer sustainable. Therefore, the City Council readopts these findings, as stated in Resolution Nos. 2008-060 and 2007-881, in support of its decision, as stated in this Resolution, to overrule the ALUC on its finding of inconsistency relating to the Sacramento 2030 General Plan. The City acknowledges and accepts the conditions stated by the ALUC in its October 20, 2008 letter with respect to its consistency determination on the Greenbriar Project and its Indeterminate CLUP Compatibility conclusion with respect to certain identified land use designations near Executive Airport that will warrant further review and possible action to overrule the ALUC when specific projects are proposed.

Section 3. The City Council overrules the determination of the ALUC insofar as it restricts the City's discretionary authority for approval of the Sacramento 2030 General Plan. In overruling ALUC's decision, the City Council specifically finds that this action is in the public interest of the citizens of the City of Sacramento, and that this action promotes the protection of the public health, safety and welfare by ensuring the adoption of land use measures that minimize the public's exposure to excessive safety hazards within areas around public airports to the extent that such areas are not already devoted to incompatible uses.

Table of Contents:

Exhibit A – ALUC Letter of Consistency Determination – Draft 2030 General Plan for the City of Sacramento (October 20, 2008)
Exhibit B – Resolution No. 2008-060 with ALUC Letter of Consistency Determination (December 7, 2005)
Exhibit C – Resolution No. 2007- 881 with ALUC Letter of Consistency Determination (August 10, 2007)

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October 20, 2008

Jim McDonald, AICP
Senior Planner
City of Sacramento Planning Department
915 I Street, 3rd Floor
Sacramento, CA 95814

Re: Consistency Determination of Draft 2030 General Plan for City of Sacramento

Dear Mr. McDonald:

I am writing to respond to your request that the Sacramento Area Council of Governments, acting as the Airport Land Use Commission (ALUC) for Sacramento County, provide a letter of consistency for the City of Sacramento's Draft 2030 General Plan (Draft General Plan) with respect to the Comprehensive Land Use Plans (CLUPs [also known as Airport Land Use Compatibility Plans]) for airports within the immediate area. This letter evaluates the consistency of the Draft General Plan with the CLUPs for Mather Field, Executive Airport, Sacramento International Airport, and McClellan Field. As explained below, the Draft General Plan is consistent with the four referenced CLUPs with the exception of two identified incompatible uses and a category of uses that may or may not be compatible, depending upon the actual proposed development in the applicable land use designation.

The State of California's Aeronautics Law and Airport Land Use Commission Law (Public Utilities Code Section 21670 *et seq.*) provides the regulatory structure for the development and implementation of CLUPs. Essentially, each CLUP evaluates proposed land use developments in relation to height, noise and safety standards established by applicable law and the State Airport Land Use Compatibility Handbook issued by the California Department of Transportation. If a proposed development or land use is determined to be inconsistent with a CLUP, the law provides that a local land use authority may nevertheless permit a development or land use to proceed by a two-thirds vote of the governing body (in this case, the Sacramento City Council). This vote, commonly referred to as an "override," must be made after a public hearing, and must be based upon specific findings that the proposed action is consistent with the purposes of applicable law (Public Utilities Code sections 21676, 21670).

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

There are four public-serving and/or publicly-operated airports within or near the city limits of Sacramento: Mather Field, Executive Airport, Sacramento International Airport, and McClellan Field. SACOG staff compared the Draft General Plan land use designations to the CLUPs for each of the four airports. Based on staff's review, comments are made under the following three categories: specific land use designations that are known to be incompatible and, therefore, require an override vote in order to be included in the General Plan; specific land use designations that may or may not be compatible with the CLUPs, depending upon the specific development proposal within that designation; and other general comments.

Incompatible Land Use Designations

The proposed Greenbriar development near I-5 and Sacramento International Airport has one known land use that is not compatible. The proposal of a light rail station is not an allowed use within the Sacramento International Airport CLUP for that airport's Overflight Safety Zone. Therefore, in order for the light rail station project to proceed, the City Council would need to override the ALUC determination by a two-thirds majority vote, as described above. In addition, the proposed Greenbriar project remains subject to the comments and conditions set forth in the ALUC's letter dated December 7, 2005. Copies of both the application and the ALUC December 7, 2005 review are enclosed. Please note that the conditions remain in place regardless of when the City's updated General Plan is adopted.

The other known incompatible land use designations in the Draft General Plan are those associated with the McClellan Heights/Parker Homes special planning district. This area, located within the restricted noise contour for the current McClellan Field CLUP (and similarly for the draft updated ALUCP for McClellan Field), has identified Draft General Plan land use designations that are not compatible. In December 2007, the Sacramento City Council took action to override the current McClellan Field CLUP. With the adoption of the updated General Plan, the City Council would need to override, again, by a two-thirds vote to continue these land use designations.

Land Use Designations with Indeterminate CLUP Compatibility

The second category of comments relates to land use designations for which we cannot determine compatibility with the CLUP. Specifically, the Draft General Plan identifies land use designations that may or may not be compatible, depending on what is actually proposed to be developed.

For instance, the "Suburban Center" designation in the Draft General Plan allows for .25 to 2.00 Floor Area Ratio (FAR). By contrast, the CLUPs generally seek limits on the concentration of persons per acre to determine whether a proposed use is compatible. Because the Suburban Center designation allows land uses that could yield a wide range of concentrations of persons per acre, compatibility determinations cannot be made based on the Draft General Plan. Five land use designations in the Draft General Plan with this issue have been identified in the area near the Executive Airport. The identified designations include the following: Employment Center (Mid-rise), Suburban Neighborhood (High), Urban Corridor (Low), Suburban Corridor, and Regional Commercial.

In light of these concerns, the City should continue its standard practice of submitting development applications to the ALUC for review of specific compatibility.

Other General Comments

As you know, the ALUC is in the process of reviewing and updating the McClellan Field ALUCP. It is anticipated that the updated McClellan ALUCP will be adopted during the first half of 2009. As we have discussed, upon such adoption, applicable law requires a review of the General Plan for consistency with the ALUCP. Therefore, to continue the McClellan Heights/Parker Homes land use designations discussed above after adoption of the updated McClellan ALUCP, the City Council would need to proceed by a two-third's vote to override the updated ALUCP. Similar action by the City Council would also be needed with respect to the Greenbriar light rail station if and when an updated ALUCP for Sacramento International Airport is adopted.

If you have any further questions, please feel free to contact me at (916) 340-6227.

Sincerely

Gregory R. Chew
SACOG/Airport Land Use Commission

RESOLUTION NO. 2008-060

Adopted by the Sacramento City Council

January 29, 2008

RESOLUTION ADOPTING FINDINGS OF FACT SUPPORTING THE CITY COUNCIL OVERRIDE OF THE AIRPORT LAND USE COMMISSION DECISION THAT PROVISIONS IN THE PROPOSED GREENBRIAR PROJECT ARE INCONSISTENT WITH THE AIRPORT COMPREHENSIVE LAND USE PLAN

BACKGROUND

A. The Board of Directors of the Sacramento Area Council of Governments (SACOG), sitting as the Airport Land Use Commission (ALUC) adopted the Comprehensive Land Use Plan for the Sacramento International Airport (CLUP) on May 20, 1999.

B. The City of Sacramento received an application for development of the Greenbriar project, a 577 acre proposed development located north of Interstate 5, west of Highway 70/99, and east of Metro Air Park (Project). The City referred the Project application to ALUC for review for compatibility with the CLUP because a portion of the Project (405 acres) is within the Overflight Zone of the Sacramento International Airport. The Project proposal requests entitlements within the Overflight Zone for uses that include residential, commercial, mixed use, park and open space with water bodies, and a light-rail transit station.

C. On December 7, 2005, ALUC staff provided its written review of the Project to the City of Sacramento's Planning Department. Of the three policy components of ALUC review; safety, noise, and height, ALUC's staff reviewed the Project for consistency with the CLUP safety policy only because the Project does not implicate the other components of review.

D. ALUC found the residential and commercial uses to be compatible with the CLUP based upon the densities proposed for the Project.

E. ALUC found the parks and open spaces within the Project to be compatible with the CLUP so long as such areas do not contain facilities that lead to high concentrations of people (an average density of 25 people per acre over a 24 hour period, and not to exceed 50 persons per acre at any time), such as ball fields and playgrounds.

F. ALUC deferred to the Sacramento County Airport System (SCAS) and the Federal Aviation Administration (FAA) regarding whether the water bodies proposed for the Project would attract wildlife and create potential conflicts with aircraft (birdstrikes), and determined that the Project will either be considered (1) compatible with the CLUP if the SCAS and FAA do not object to the proposed water features, or (2) incompatible if either of these two agencies object to the water features.

G. ALUC found the Project's light rail station within the Overflight Zone inconsistent with the CLUP, which prohibits passenger terminals and stations within the Overflight Zone.

H. Section 21676 subdivision (b) of the Public Utilities Code and Section 65302.3 of the Government Code provide that the City Council may, after a hearing and with a two-thirds vote, overrule the ALUC. The City Council must make specific findings that the disputed portion of the proposed Greenbriar Project is consistent with the public interest purposes stated in Public Utilities Code Section 21670.

I. The City has considered long-range airport development plans. The City plans to support development of the airport over the next 20 years. The local land use planning and zoning actions will serve to protect runway approaches. The City's General Plan Circulation Element includes the following goal relevant to airport protection: "Goal A: Promote general, commercial and military aviation facilities within the parameters of compatible surrounding land uses. Aviation is an important segment of Sacramento's economic vitality. In order to function as they need to, each of the four separate airport facilities desires compatible land uses within certain radii of their runways and ground operations and within certain noise contour levels. The City recognizes these important factors in land use decision making."

J. On December 11, 2007, the Council reviewed a proposed decision with findings to override the ALUC determination of Project inconsistencies with the CLUP, and authorized City staff to provide the proposed decision to override the ALUC.

K. On January 29, 2008, after consideration of issues regarding the light rail station, parks and open space, and water features proposed within the Overflight Zone as part of the Project, the EIR for the Project, testimony, and information provided at the hearing, the City Council approved the override and adopted this resolution.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

Section 1: As more specifically found below, the Project is consistent with the purposes of Section 21670 of the Public Utilities Code in that it prevents

the creation of new safety problems and protects public health, safety, and welfare by ensuring the orderly expansion of the airport and includes the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around the public airport to the extent that these areas are not already devoted to incompatible uses.

Section 2: The Project's proposal to develop parks and open space within the Overflight Zone is consistent with the purposes of the Airport Land Use Commission Law. As determined by ALUC, the proposed residential development is compatible with the CLUP based upon the densities proposed for the Project. The parks and open space will be developed to accommodate those residents, but will not be designed to attract people from outside the Greenbriar project area. Therefore, the proposed parks and open space are considered by the City Council to be compatible with the CLUP based upon the understanding that any difference in potential safety hazard associated with occupation of a residence or park site is negligible.

Section 3: The Project proposal to develop water features within the Overflight Zone is consistent with the purposes of the Airport Land Use Commission Law. The open water on the Greenbriar site will not interfere with approaches to the airport runways and the Project employs safety measures or mitigation measures to protect the runways and prevent risks posed by hazardous wildlife. Neither SCAS nor FAA have objected to the proposed water features, and in fact the SCAS has provided written support. (See Final EIR, pages 4-238 to 4-239.)

Wildlife, specifically birds, have flown in and around the proposed Project area for decades, including between the Sacramento River and the Project site; there are no new threats to aircraft safety related to hazardous wildlife in the area that are associated with the proposed Project.

Section 4: The Project's proposal to develop a light rail station within the Overflight Zone is consistent with the purposes of the Airport Land Use Commission Law. A direct connection exists between the juxtaposition of appropriate land uses and successful public transit service such as that identified for the planned Downtown-Natomas-Airport (DNA) line. Sacramento Regional Transit advises that 50 percent of the project justification rating for all federal transit funding for rail projects is based on land use criteria. Land use decisions made in the Sacramento region, particularly along the planned high capacity transit corridors and specifically within ¼ mile of planned rail and/or bus rapid transit stations, are not only critical to maximize ridership, but have also become critical to the Federal Transit Administration's ultimate decisions about these projects.

The Project proposes to develop high-density residential units within a ¼-mile radius of a future Greenbriar transit station. This high-density housing near a proposed transit station is critical in RT's quest, which the City supports, to receive funding from the FTA major capital investment programs, which funds all of the regional rail expansion programs.

The planned DNA line connects the Downtown and Natomas areas to the Sacramento International Airport. For a light rail line to serve effectively the airport, the rail line and at least one transit station will need to be located near the airport, meaning that at least some of the transit station facilities will likely need to be constructed within the Overflight Zone.

Section 5: The decision of the Airport Land Use Commission is overruled insofar as it restricts the City's discretionary authority for approval of the Project. In overruling ALUC's decision, the City Council specifically finds that this action is in the public interest of the citizens of the City of Sacramento, and that this action promotes the protection of the public health, safety and welfare by ensuring the adoption of land use measures that minimize the public's exposure to excessive safety hazards within areas around public airports to the extent that such areas are not already devoted to incompatible uses. Adopted by the City of Sacramento City Council on January 29, 2008 by the following vote:

Table of Contents:
Exhibit A - ALUC Letter of Consistency Determination

Adopted by the City of Sacramento City Council on January 29, 2008 by the following vote:

Ayes: Councilmembers Cohn, Fong, Hammond, McCarty, Pannell, Sheedy, Tretheway, Waters, and Mayor Fargo.

Noes: None.

Abstain: None.

Absent: None.

Heather Fargo
Mayor Heather Fargo

Attest:

Shirley Concolino
Shirley Concolino, City Clerk

Exhibit A - ALUC Letter of Consistency Determination

Sacramento Area Council of Governments

1415 L Street, Suite 300 Sacramento, CA 95814

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www.sacog.org

SACOG

December 7, 2005

Ms. Arwen Wacht
City of Sacramento Planning Department
915 I Street, 3rd Floor
Sacramento, CA 95814

Ms. Wacht:

On behalf of the Airport Land Use Commission (ALUC), I am submitting this letter, which serves as the ALUC's staff review of the Greenbriar Farms development application (City of Sacramento file P04-069, ALUC file 05-20). This letter is divided into four parts. (1) legal authority of the ALUC to review the Greenbriar Farms Development; (2) a summary of the proposed development application; (3) the ALUC's review; and (4) conclusions and next steps of the review.

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

I. ALUC Review Authority

The Sacramento Area Council of Governments (SACOG) serves as the Airport Land Use Commission for the counties of Sacramento, Sutter, Yolo and Yuba as described in the provisions of the California Public Utilities Code Chapter 4, Article 3.5, Section 21670. In essence, ALUC's throughout the state are required to enforce the land use compatibility with publicly owned and operated airports. To do this, cities and counties within an ALUC's jurisdiction send development applications to the ALUC for review. The ALUC reviews the proposal based on adopted Comprehensive Land Use Plan (CLUP) for any airport affected by the development.

The ALUC reviews development applications for compatibility between proposed development and publicly used, owned or operated airports. Because of its location relative to Sacramento International Airport, the Greenbriar Farms application is subject to ALUC review based on the Sacramento International Airport Comprehensive Land Use Plan. The CLUP has three policy areas that each development application must pass: (1) height; (2) noise, and (3) safety. For the height policy, proposed uses are evaluated based on the relationship of the height of proposed structures relative to their location to the airport. For noise, a determination is made whether the proposed land use is compatible with the noise impacts of the flight operations. For safety, the proposed land uses must restrict high concentrations of people in potential flight safety hazard areas. The CLUP describes a methodology and/or list of land uses that are allowed within each policy area.

II. Proposed Greenbriar Farms Development

The Greenbriar project is located north of I-5, west of Highway 99, and east of Metro Air Park, as shown in Attachment #1. The overall size of the property is 577 acres. As will be explained later, the ALUC only has review authority on the land within the Overflight Zone, which is 405 acres. The proposal requests entitlements within the Overflight Zone for uses that include residential (various densities), commercial, mixed use, park and open space with water bodies, and a light-rail transit station. Specifically, the land uses proposed within this safety policy area are:

- 1932 units of single family residential
- 583 units of multi-family residential, of which 283 units are duplex, tri-plex or four-plex
- 102,300 square feet of commercial in larger commercial area (approximately 50,000 square feet for a grocery market, 22,300 square feet for a restaurant, and 30,000 square feet for retail shops)
- 54,000 square feet of commercial/office in smaller commercial area (14,000 square feet for a restaurant, 25,000 square feet for retail, and 15,000 square feet for office)
- 23 acres of park
- 40 acres of water bodies
- a light rail station that will serve the future Downtown-Natomas-Airport line
- 10 acres (approximately) for one public elementary school (located outside of Overflight Zone).

III. ALUC Review

Only one of the CLUP's three policy areas (height, noise and safety) may be applied to the review of the Greenbriar application: safety. Height is not applicable because there are no proposed structures that are close to penetrating any of the imaginary surfaces as set forth by the Federal Aviation Administration in Federal Aviation Regulation Part 77. Nor is this application subject to the CLUP's noise policies because the project site lies outside of the 60 Community Noise Equivalent Level (CNEL), which serves as the demarcation line for restricted development.

However, about 70% of the property (the western 405 acres of the 577 total acres), lies inside of the Overflight Zone of the CLUP, and therefore that portion of the property is subject to the CLUP's safety policies. The eastern quarter of the property is outside of the Overflight Zone boundary and, therefore, the ALUC has no standing in the review of that portion's application. This letter only applies to the land inside the Overflight Zone. Attachment #1 shows where that boundary lies. SACOG has verified that the boundary of the electronic files that the applicant used is accurate enough for review purposes.

Here is the review for each of the proposed land uses:

Residential Uses: The CLUP allows residential development (single family or multi-family) in the Overflight Zone with one condition: "uses compatible only if they do not result in a large concentration of people, which is defined as an

average density of greater than 25 persons per acre per hour during any 24 hour period, and not to exceed 50 persons per acre at any time for all land use types." The calculations and findings for total persons allowed per hour and maximum at any time are addressed in more detail in a separate section below.

Commercial/Office Uses: The CLUP allows for office and most retail uses subject to the same density conditions stated above. Allowed uses with this condition include restaurants, grocery and drug stores, apparel and miscellaneous retail, and gas stations. The applicant has not stated the exact retail uses of the proposed retail or office areas, but they would all be subject to the same maximum density calculation.

However, the CLUP outright prohibits "regional shopping centers." SACOG defines a regional shopping center as a retail area that draws residents from throughout the six-county region to shop because these products and retailers are not available at more localized scales. Most regional shopping centers contain at least 500,000 square feet. ALUC staff has determined that the footprint sizes of the both commercial areas are too small to warrant them as "regional shopping centers."

Parks and Open Space: The CLUP allows for neighborhood parks and open space and natural areas if they do not exceed the maximum densities stated earlier and do not include "high intensity uses or facilities, such as structured playgrounds, ballfields or picnic pavilions". The applicant does not specifically state whether the proposed parks will include these facilities, but they are not allowed.

Community and regional-wide parks are outright prohibited in the CLUP in the Overflight Area. The city of Sacramento's park standards define community parks as 10 to 60 acres in size, and regional parks are significantly larger. Neighborhood parks are defined from 5 to 10 acres. The applicant proposes a series of parks all smaller than 10 acres in size, thus all would be considered neighborhood parks and, therefore, allowed with the condition stated above.

Water Body: The CLUP allows for natural water bodies if they meet three conditions: they do not exceed the maximum density threshold, they do not contain high intensity facilities, nor do they "result in the possibility that a water area may cause ground fog or result in a bird hazard." The CLUP does not mention "man-made" or constructed water bodies, as in the case of this proposal, so the ALUC will treat this element of the application the same as "natural" water body. The ALUC will defer its evaluation of the bird hazard and ground fog to affected public agencies that are also reviewing this application: the Sacramento County Airport System and the Federal Aviation Administration. If both of these entities do not object to any bird or fog hazards, the ALUC will accept the proposed water bodies.

Light-Rail Station: The proposal calls for the light rail station within the Overflight Zone. The CLUP prohibits passenger terminals and stations within the Overflight Zone.

Public Elementary School: The elementary school proposed within the development is outside of the Overflight Zone, therefore it is not subject to the ALUC's review. However, because its proposed location is within 2 miles of an airport runway, state law (California Education Code 17215) requires the California Department of Transportation Division of Aeronautics to review and approve the school's location. The applicant has been given the appropriate contact information to follow-up to seek review by Caltrans; the ALUC will not track the approval process of this public facility.

Calculation and Findings of Average and Maximum Densities

As stated above, the CLUP's safety policy allows for commercial, office and residential uses in the Overflight Zone if, collectively between these uses, they do not result in a large concentration of people, which is defined as (criterion #1) an average density of greater than 25 persons per acre per hour during any 24 hour period, and (criterion #2) not to exceed 50 persons per acre at any time for all land use types.

The CLUP does not prescribe the methodology for determining whether a maximum density has been exceeded or not. However, the applicant has worked extensively with ALUC staff to establish such a methodology. In essence, the evaluation method agreed upon by both parties includes:

- for residential uses, number of residential units multiplied by the city of Sacramento's residents per household. For single-family detached residential development, 2.86 person per unit are used. For multi-family residential, 1.9 persons per unit are used, and for duplex, tri- and four-plexes, 2.26 persons per unit. These statistics are similar to those used in SACOG's Blueprint Project.

- for commercial and office uses, the Occupancy Loads of the California Building Code (2001, which is the current edition) determine the maximum persons per square foot, and therefore the maximum occupancies may be determined.

Attachment #2 provides a breakdown of the calculations used to determine estimated densities at any given time. The applicant and the ALUC collaborated on the development of this spreadsheet.

Criterion #1: The maximum "average" number of persons allowed within Overflight Zone during an "average hour" is:

- 25 persons per acre max. x 405 acres = 10,125 people

According to the calculations in Attachment A, the average amount is estimated to be about 8,000 people, which is an average density of about 20 persons per acre, and therefore this safety policy Criterion #1 is met.

Criterion #2: The maximum number of persons allowed within the Overflight Zone within any given time is:

- 50 persons per acre max. x 405 acres = 20,250 people

The calculations in Attachments A of approximately 11,300 people is far below the maximum threshold, and therefore safety policy Criterion #2 has been satisfactorily met.

Note: These findings for the maximum persons allowed were completed in the spirit in which the current CLUP for Sacramento International was written in 1994. This proposal meets both criteria using that document. Please note the current version of the California Airport Land Use Planning Handbook (2002) does not recommend concentrations of people within sub-areas of the greater development area. The Handbook provides the State of California's guidance to ALUC's throughout the state on standards. The Greenbriar proposal will have high concentrations of people above 25 person acre on an average hourly basis and above 50 persons per acre at times. The most notable place is surrounding the proposed light rail station (which is outright prohibited in the CLUP). In the spirit in which the current CLUP was written in 1994, the ALUC will consider this proposal compatible with the two density criteria.

IV. Summary of ALUC Review and Overrride Procedures

The summary finding of the ALUC's review are:

Finding #1: The residential and commercial uses are compatible with the CLUP based on the densities proposed.

Finding #2: Parks and open spaces are compatible with the CLUP as long as they do not contain facilities that lead to high concentrations of people, such as ballfields and playgrounds. If such facilities are desired, the applicant will need to obtain an override from the Sacramento City Council through the process described below.

Finding #3: The ALUC will defer to the Sacramento County Airport System and the Federal Aviation Administration regarding the water bodies proposed. If these two entities do not object to the proposed water features or the proposed wildlife and fog management techniques, the ALUC will consider this compatible with the CLUP. However, if either of these entities have objections, the ALUC will also have the same objections.

Finding #4: The proposed light rail station is NOT compatible with the CLUP. The applicant will need to seek an override from the Sacramento City Council as set forth in procedures described below for this.

Finding #5: Before a new public school is allowed within the 2 miles radius of Sacramento International Airport, the California Department of Transportation Aviation Division must provide approval. This is outside the jurisdiction of the ALUC.

Override Process

If the Sacramento City Council does not agree with ALUC Findings #2 or #4, the city may satisfy the consistency requirement by overriding either or both by a two-thirds vote. The overruling must, however, be made after a public hearing and must be based on specific findings that the proposed action is consistent with the purposes of the Airport Land Use Commission Law (California Public Utilities Code 21670).

If you have any questions about the contents of this letter, please let me know.

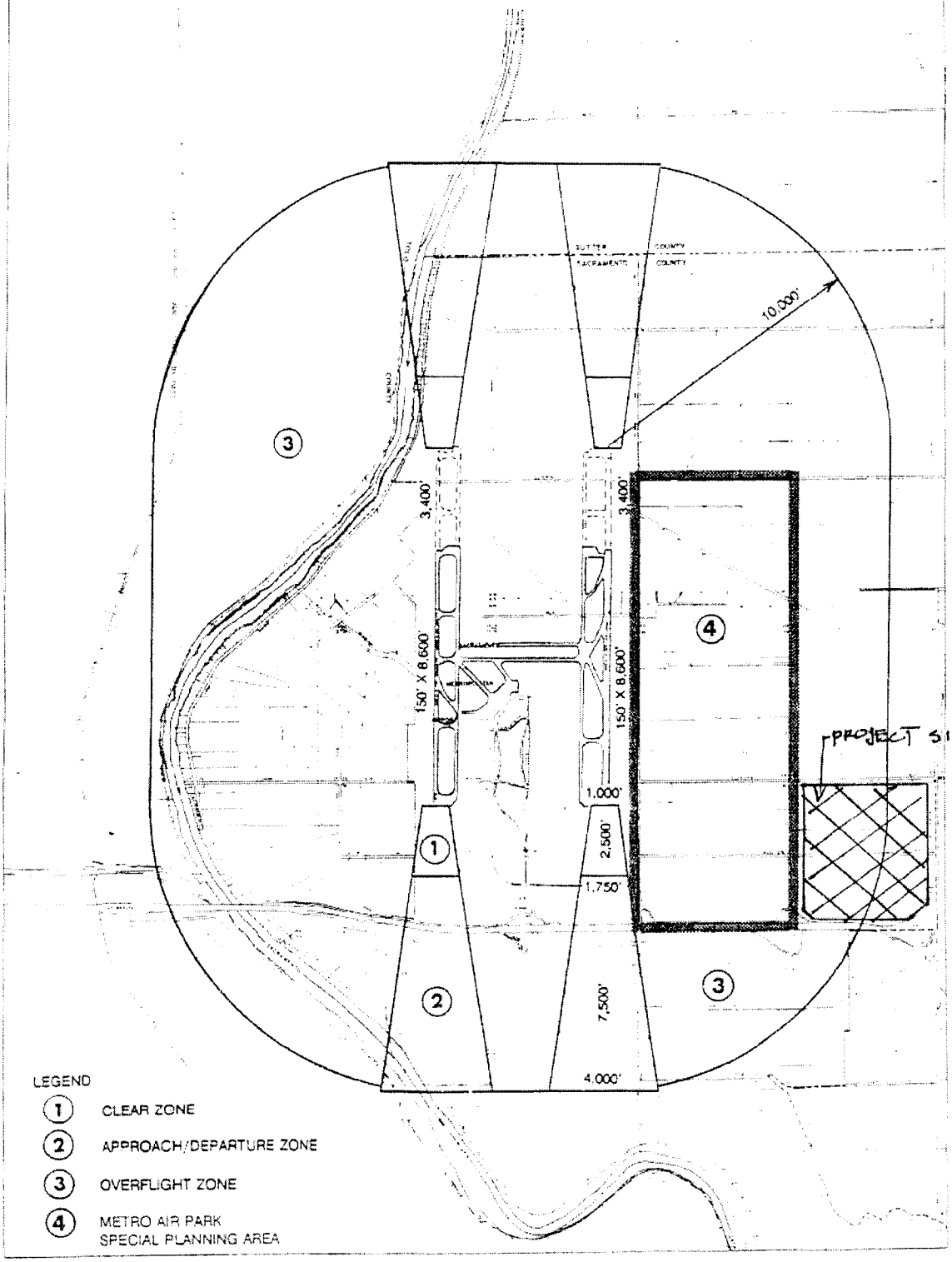
Sincerely,

Gregory Chew, AICP
Sacramento Area Council of Governments/Airport Land Use Commission
(916) 340-6227

attachments

FIGURE 9 ATTACHMENT #1

SACRAMENTO METROPOLITAN AIRPORT SAFETY ZONES



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Attachment 2: ALUC Maximum Density Calculations for Greenbriar Farms Proposal
(December 2, 2005)

Greenbriar Safety Zone Densities - Persons per Hour

							Explanation
25 Persons Per Acre Per Average Hour							
Gross acreage within safety zone			405				
Allowable persons per acre per "average hour"			25				per CLUP, page 36 and Appendix A-1
CLUP's Total allowable persons within safety zone ("on average")			**10125**				
RESIDENTIAL							
Assumptions:							
Persons per household - single family detached*			2.86				Source: City of Sacramento Planning Dept
Persons per household - two-four-plex*			2.25				Source: City of Sacramento Planning Dept
Persons per household - 5-plex+ (apartments)*			1.9				Source: City of Sacramento Planning Dept
Calculations:							
Single-family households - total # of persons			5526				1932 total detached units x 2.86
Duplex/tri or four plex - total # of persons			540				283 total duplex, tri or four-plex units x 2.25
Multi-family households - total # of persons			570				300 total multi-family units x 1.9
Total Maximum Persons Occupying Residential Units			**6096**				
Occupied an average of 75% of the day			**4572**				For purposes of "averaging" - assume people at home 18 hours per day, on average
COMMERCIAL							
Large Commercial Area							
	Area	Use	%	Area	Factor	Occ. Load	
Market	50,000	Store	90%	45,000	30	1,500	"Factor" is population factor - persons per square foot maximums as set
		Storage	10%	5,000	300	17	forth in Table 10-A of the 2001 California Building Code (2001 is
Restaurant	22,300	Dining	80%	17,840	15	1,189	current edition). Occupancy Load numbers are "maximum" persons per
		Kitchen	20%	4,460	200	22.3	square foot derived from CA Building Code
Shops	30,000	Store	85%	25,500	30	850	Not shown on "Conceptual Plan," but included here to be conservative and provide flexibility later
		Storage	15%	4,500	300	15	
Total Max Occupancy Load						3,593	Only those commercial uses that fall within the safety line are analyzed in this section
Meister Way Commercial							
Restaurant	14,000	Dining	80%	11,200	15	747	
		Kitchen	20%	2,800	200	14	
Shops	25,000	Store	85%	21,250	30	708	"Conceptual Plan" shows 14,700 sf; more analyzed here to be conservative and provide flexibility later
		Storage	15%	3,750	300	13	
Office	15,000	Office	100%	15,000	100	150	
Total Max Occupancy Load						1632	
Total Maximum Persons Occupying Commercial Units			5225				
Occupied for 16 hours per day			**3501**				For purposes of "averaging" - assume commercial units empty for 8 hours per day
PARKS**							Population totals attributable to parks have no noticeable impact on overall density evaluation, due to the siting of "Regional" parks outside of the safety line. See footnote below
TOTAL PERSONS PER AVG HOUR WITHIN SAFETY ZONE			**8072**				Calculated figure is below maximum allowed; this proposal passes this criterion
TOTAL ALLOWABLE PERSONS WITHIN SAFETY ZONE			**10125**				
TOTAL PERSONS PER ACRE PER AVG HOUR WITHIN SAFETY ZONE			**20**				
TOTAL ALLOWABLE PERSONS PER ACRE PER AVG HOUR WITHIN SAFETY ZON			**25**				

50 Persons Per Acre Maximum Calculations

		Explanation
Gross acreage within safety zone	405	
Allowable persons	50	
Total maximum allowable persons within safety zone at any given time	20250	
RESIDENTIAL		
Total Maximum Persons Occupying Residential Units	6096	per analysis above
COMMERCIAL		
Total Maximum Persons Occupying Commercial Units	5225	per analysis above
TOTAL MAXIMUM PERSONS WITHIN SAFETY ZONE AT ANY GIVEN TIME	**11320**	Calculated figure is below maximum allowed; this proposal passes this criterion
TOTAL ALLOWABLE PERSONS WITHIN SAFETY ZONE	**20250**	

RESOLUTION NO. 2007-881

Adopted by the Sacramento City Council

December 4, 2007

ADOPTING FINDINGS OF FACT SUPPORTING OVERRIDE OF THE AIRPORT LAND USE COMMISSION DETERMINATION OF INCONSISTENCY OF THE PROPOSED MCCLELLAN HEIGHTS AND PARKER HOMES LAND USE AND INFRASTRUCTURE PLAN WITH THE MCCLELLAN AIRPORT COMPREHENSIVE LAND USE PLAN

BACKGROUND

A. The Board of Directors of the Sacramento Area Council of Governments (SACOG), sitting as the Airport Land Use Commission (ALUC), adopted the Comprehensive Land Use Plan for the McClellan Air Force Base (CLUP) in January 1987 and last amended it in December 1992. The CLUP has not been amended since the McClellan Air Force Base was closed to account for the current civilian general aviation use of this airport.

B. The ALUC is empowered under State law to make determinations regarding the compatibility of proposed developments located within the CLUP and cities and counties within ALUC's jurisdiction are required to send specific plans to the ALUC for review.

C. The City, in cooperation with the Sacramento Housing and Redevelopment Agency, prepared the McClellan Heights and Parker Homes Land Use and Infrastructure Plan (Plan) for the 306 acre area, generally bounded on the north by Bell Avenue, the east by Winters Street, the south by Interstate 80, and the west by Raley Boulevard, based on the 2022 noise contours for the McClellan Airport adopted by the County of Sacramento in 2002 (County Noise Contours).

D. The Plan proposes to allow residential development within the Overflight Zone of the Sacramento County's McClellan Airport that would be subject to noise levels above 60 Community Noise Equivalent Level (CNEL) but below the 65 CNEL threshold based on the County's Noise Contours, and the Special Planning District that will guide implementation of the Plan incorporates the CLUP's land use safety restrictions for development within the Overflight Zone.

E. The City forwarded the Plan to the ALUC for its review for compatibility with the CLUP. The ALUC found the Plan was inconsistent with the CLUP because based on the prior operations of the McClellan Airport as an Air Force Base, the CLUP indicates that the entire Plan area is within the 65 CNEL noise level contour and the CLUP does not allow any residential development in the 65

CNEL noise level contour. The ALUC notified the City of its inconsistency finding on August 10, 2007.

F. On September 18, 2007, the City Council approved a motion of intent to override the ALUC's finding that the Plan is inconsistent with the CLUP based on the findings set out below, and a copy of the proposed resolution was forwarded to the ALUC for their information along with a notice of the date of the public hearing when the City Council is scheduled to formally vote on overriding the ALUC's CLUP inconsistency finding.

G. Section 21676 of the Public Utilities Code provides that the City Council may override the ALUC's finding of inconsistency of the Plan with the CLUP after providing advanced notice to the ALUC of the proposed action, holding a hearing, and the override vote is carried by a two-thirds vote of the City Council.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

Section 1. The City Council held a noticed public hearing, at which time the issue of the Plan's potential inconsistency with the CLUP was discussed and considered.

Section 2. At the public hearing, the issue regarding allowing residential development within the 65 CNEL noise contour as shown in the CLUP and the ALUC's determination of the inconsistency of the Plan with the CLUP was considered and public testimony received.

Section 3. The City Council hereby finds that the Plan is consistent with the CLUP for the following reasons:

a. The updated aircraft noise contours for McClellan Airport, as approved by the County of Sacramento as part of the McClellan Park EIR, demonstrate that current and future noise levels within the Plan area will not exceed 65 CNEL.

b. The Plan area is comprised of two existing residential communities, the Parker Homes and McClellan Heights neighborhoods. The Parker Homes neighborhood is fully built out and almost exclusively residential, consisting of 270 housing units. The McClellan Heights neighborhood is mostly residential with small concentrations of light industrial and commercial uses. The McClellan Heights neighborhood contains approximately 570 housing units and many underutilized or vacant parcels.

c. While the Plan does allow for the development of approximately additional 241additional residential units within the CLUP's 65

CNEL noise contour, this amount would be a small increase from the existing 840 residential units and allowing additional residential development will provide an incentive for property owners to make improvements to the existing homes.

d. The CLUP allows for residential uses within the Overflight Zone because most of the existing homes were built prior to the adoption of the CLUP.

e. Mitigation measures will be included as part of the Special Planning District that will guide implementation of the Plan to ensure compatibility between the McClellan Airport and the Plan, including height limitations and recorded deed notices regarding the location of the property within the Overflight Zone.

Section 4. The City Council has determined that its findings in support of its decision to override the ALUC determination are consistent with the purposes of protecting the public from the creation of new noise and safety hazards and minimizing the public's exposure to excessive noise and safety hazards as set forth in Public Utilities Code Section 21670.

Section 5. The City's override is consistent with the purpose of the CLUP to provide for orderly development of the area surrounding the McClellan Airport. The City Council has determined that the Plan allows for the protection of the airport's runways because the new residential development in the Plan area does not interfere with approaches to the airport runways and the Plan, as implemented by the Special Planning District, employs safety and noise mitigation measures to ensure protection of the McClellan Airport operations for the 2022 timeframe.

Section 6. Based on the foregoing findings, the City Council hereby overrides the decision of the Airport Land Use Commission insofar as it would restrict the City's discretionary authority for approval of the Plan which would allow new residential development within the CLUP's 65 CNEL noise level contour. In so doing, the City Council specifically finds that this action is in the public interest of the citizens of the City of Sacramento and promotes the protection of the public health, safety and welfare because adoption of the Special Planning District will insure that the public's exposure to excessive noise levels and safety hazards is minimized and the current and future projected noise levels around the McClellan Airport are significantly less than what is set out in the CLUP.

Adopted by the City of Sacramento City Council on December 4, 2007 by the following vote:

Ayes: Councilmembers Cohn, Fong, Hammond, McCarty, Pannell, Sheedy, Tretheway, and Waters.

Noes: None.

Abstain: None.

Absent: Mayor Fargo.

Kevin McCarty, Vice-Mayor

Attest:

for Shirley Concolino, City Clerk

Sacramento Area Council of Governments

1415 L Street,
Suite 300
Sacramento, CA
95814

tel: 916.321.9000
fax: 916.321.9551
tdd: 916.321.9550
www.sacog.org

SACOG

Date: August 10, 2007

To: Scott Johnson, City of Sacramento Dept of Development Services

From: Greg Chew, Airport Land Use Commission/SACOG GRC

Re: Draft EIR for McClellan Heights consistency determination

I have reviewed the documentation for the Draft EIR for McClellan Heights/Parker Homes Special Planning District Land Use and Infrastructure Plan that you have provided. My comments serve on behalf of the Airport Land Use Commission (ALUC) for Sacramento County.

The SPD area falls within the area of influence for McClellan Field. The McClellan Comprehensive Land Use Plan (CLUP) regulates the compatibility between land use and airports. The current CLUP, last amended in December 1992, is the basis for the ALUC's consistency review. The geographic area within the McClellan Heights/Parker Homes SPD is inside the Area of Influence of the CLUP, and therefore, proposed development applications would be subject to this plan. The Attachment 1 shows the CLUPs policy areas.

There are two specific CLUP policies that affect the SPD: noise and safety. First, the entire SPD is within the 65 Community Noise Equivalent Level (CNEL) or higher (see Attachment 2). The CLUP does not allow any residential development in these noise levels. However, all other types of land use development are allowed.

The second affected CLUP policy is safety. The SPA lies within one of the safety areas called the Overflight Zone, as shown in Attachment 1. The Overflight zone is less restrictive of the CLUP's three safety zones. The CLUP allows most land uses except for those that are may yield a highly combustible environment, such as petroleum refining, or rubber and plastic manufacturing. In addition, land uses that will yield very high concentrations of people are prohibited, such as regional shopping centers, elementary and secondary schools, colleges and universities, stadiums and arenas, and movie theaters. For the complete list of identified land uses that are allowed or not allowed, please refer to the CLUP.

Please note that the CLUP is currently undergoing a revision and will be updated to reflect the change from a military air base to a civilian airfield. The SACOG Board of Directors will likely not review the updated Airport Land Use Compatibility Plan (it will no longer be referred to as a CLUP) until sometime in 2008. The new plan will regulate land use and airport compatibility matters.

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

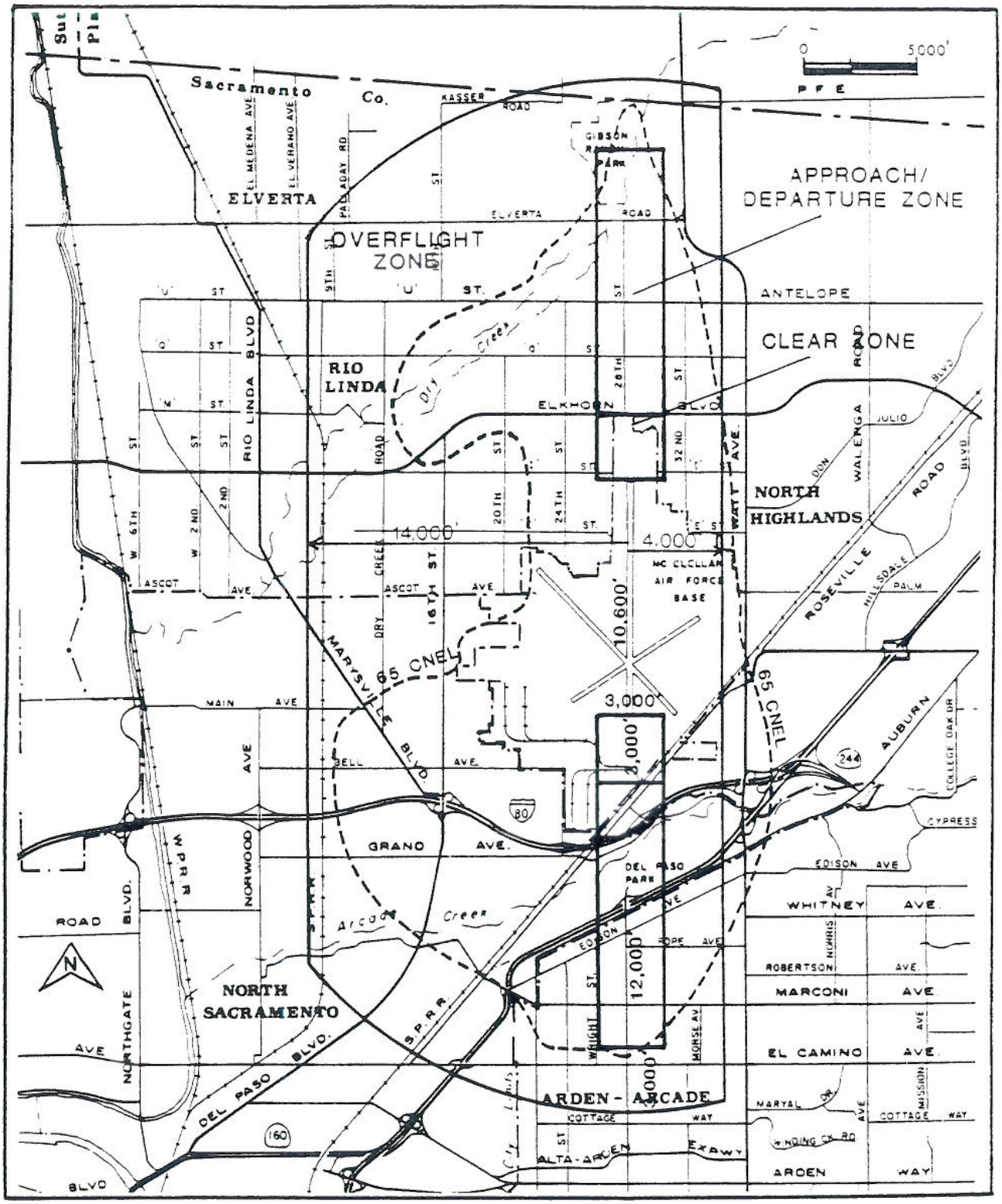
State law allows the local governing body (in this case the Sacramento County Board of Supervisors) to override the findings of the ALUC, if done in accordance with California Public Utilities Section 21676.5(a).

These are my preliminary comments on the SPD as it relates to the McClellan CLUP. If you have any questions, please feel free to contact me at (916) 340-6227.

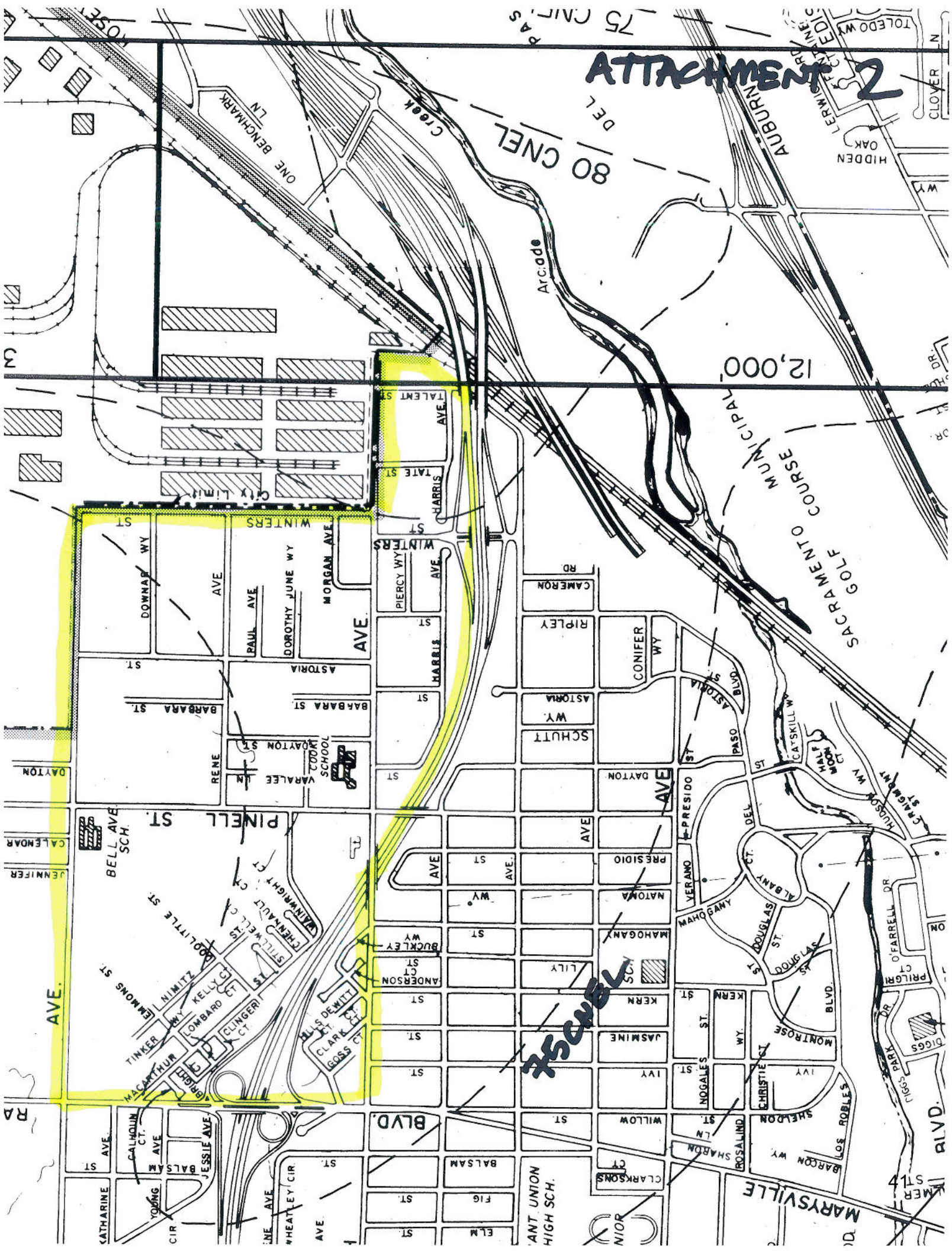
ATTACHMENT 1

FIGURE 16

McCLELLAN AFB AREA OF INFLUENCE



ATTACHMENT 2



ATTACHMENT 3

RESOLUTION NO.

Adopted by the Sacramento City Council

CERTIFYING THE ENVIRONMENTAL IMPACT REPORT AND ADOPTING THE MITIGATION MONITORING PROGRAM FOR THE SACRAMENTO 2030 GENERAL PLAN PROJECT (LR08-022)

BACKGROUND

A. On November 13, 2008, the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the Sacramento 2030 General Plan.

B. On December 2, 2008, and March 3, 2009, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010(C)(2)(a)(publication) and (c)(ii)(newspaper ad), and received and considered evidence concerning the Sacramento 2030 General Plan and Master EIR (Project).

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

Section 1. The City Council finds that the Master Environmental Impact Report for the Sacramento 2030 General Plan (herein MEIR) which consists of the Draft MEIR, the Final MEIR (Response to Comments and Mitigation Monitoring Program), and Errata Nos. 1 and 2 (collectively the "MEIR") has been completed in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures.

Section 2. The City Council certifies that the MEIR was prepared, published, circulated and reviewed in accordance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures, and constitutes an adequate, accurate, objective and complete Final Master Environmental Impact Report in full compliance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures.

Section 3. The City Council certifies that the MEIR has been presented to the Council and that the City Council has reviewed the MEIR and has considered the information contained in the MEIR prior to acting on the Project, and that the MEIR reflects the City Council's independent judgment and analysis.

Section 4. Pursuant to CEQA Guidelines sections 15091 and 15093, and in support of its approval of the Project, the City Council adopts the attached Findings of Fact and Statement of Overriding Considerations in support of approval of the Project as set forth in

the attached Exhibit A of this Resolution.

Section 5. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15091, and in support of its approval of the Project, the City Council adopts the Mitigation Monitoring Program to require all reasonably feasible mitigation measures be implemented by means of Project modifications and other measures, as set forth in the Mitigation Monitoring Program as set forth in Exhibit B of this Resolution.

Section 6. The City Council directs that, upon approval of the Project, the City's Environmental Planning Services shall file a notice of determination with the County Clerk of Sacramento County and, if the Project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to the provisions of CEQA section 21152.

Section 7. Pursuant to Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City Council has based its decision are located in and may be obtained from, the Office of the City Clerk at 915 I Street, Sacramento, California. The City Clerk is the custodian of records for all matters before the City Council.

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Exhibit A

CEQA Findings of Fact and Statement of Overriding Considerations for the Sacramento 2030 General Plan

Description of the Project

The General Plan is a state-required legal document (Government Code section 65300) that provides guidance to decision-makers regarding the conservation of resources and the future physical form and character of development for the city. It is the official statement of the jurisdiction regarding the extent and types of development of land and infrastructure that will achieve the community's physical, economic, social, and environmental goals. The General Plan expresses the City's goals and articulates the City's intentions with respect to the rights and expectations of the general public, property owners, community interest groups, prospective investors, and business interests. The General Plan embodies a comprehensive and integrated planning approach for the city.

In August 2004, the City of Sacramento embarked upon a multi-year effort to comprehensively update the City's current 1988 General Plan. The City has sought community input throughout the General Plan process through intensive interviews with community stakeholders and community groups, receiving advice through the General Plan Advisory Committee (GPAC), city wide Town Hall Forums, and a public opinion survey. The proposed Sacramento 2030 General Plan is a comprehensive update of the city's current General Plan.

The Sacramento 2030 General Plan focuses on how the anticipated population and employment growth projected for the city can be strategically accommodated to both preserve the distinguishing and valued qualities of the community as well as to revitalize those areas that are underutilized. For most of the city, the Sacramento 2030 General Plan conserves the existing pattern of uses and establishes policies for protection and long-term maintenance of established neighborhoods and enhancement of other areas.

The Sacramento 2030 General Plan establishes several land use designations that include residential, commercial, retail, industrial, and recreation uses. The proposed project establishes specific policies to accommodate an additional 97,000 dwelling units, 136,000 jobs, and 195,000 residents to the city by the year 2030 while reducing greenhouse gas emissions.

Findings Required Under CEQA

1. Procedural Findings

The City Council of the City of Sacramento finds as follows:

Based on the nature and scope of the Sacramento 2030 General Plan, SCH #2007072024, (herein after the Project), the City of Sacramento's Environmental Planning Services determined, based on substantial evidence, that the Project may have a significant effect on the environment and prepared a master environmental impact report ("MEIR") on the

Project. The MEIR was prepared, noticed, published, circulated, reviewed, and completed in full compliance with the California Environmental Quality Act (Public Resources Code §21000 et seq. ("CEQA"), the CEQA Guidelines (14 California Code of Regulations §15000 et seq.), and the City of Sacramento environmental guidelines, as follows:

A. A Notice of Preparation of the Draft MEIR was filed with the Office of Planning and Research and each responsible and trustee agency and was circulated for public comments from July 6, 2007 through August 7, 2007.

B. A Notice of Completion (NOC) and copies of the Draft MEIR were distributed to the Office of Planning and Research on July 9, 2008, to those public agencies that have jurisdiction by law with respect to the Project, or which exercise authority over resources that may be affected by the Project, and to other interested parties and agencies as required by law. The comments of such persons and agencies were sought.

C. An official 45-day public comment period for the Draft MEIR was established by the Office of Planning and Research. The public comment period began on July 9, 2008 and ended on August 22, 2008.

D. A Notice of Availability (NOA) of the Draft EIR was mailed to all interested groups, organizations, and individuals who had previously requested notice in writing on July 9, 2008. The NOA stated that the City of Sacramento had completed the Draft MEIR and that copies were available at the City of Sacramento, Development Services Department, 300 Richards Boulevard, Sacramento, CA 95811; and at the Planning Department, New City Hall, 915 I Street, Third Floor, Sacramento, California 95814. The NOA also indicated that the official 45-day public review period for the Draft EIR would end on August 22, 2008.

E. A public notice was placed in the Daily Recorder on July 9, 2008, which stated that the Draft EIR was available for public review and comment.

F. A public notice was posted in the office of the Sacramento County Clerk on July 9, 2008.

G. Following closure of the public comment period, all comments received on the Draft MEIR during the comment period, the City's written responses to the significant environmental points raised in those comments, and additional information added by the City were added to the Draft MEIR to produce the Final MEIR.

H. Following preparation of the Final MEIR, the City determined that additional changes in the MEIR were required, and Errata No. 1, dated November 5, 2008, and Errata No. 2, dated February 26, 2009 were prepared.

2. Record of Proceedings

The following information is incorporated by reference and made part of the record supporting these findings:

A. The Sacramento 2030 General Plan;

B. The Sacramento 2030 General Plan Technical Background Report (2005);

C. Resolution No. 2009-### making findings of fact and adopting the Sacramento 2030 General Plan;

D. The Draft and Final Master Environmental Impact Report for the 2030 General Plan (2008), including Errata Nos. 1 and 2, all appendices and all documents relied upon or incorporated by reference (MEIR);

E. The Mitigation Monitoring Program for the Sacramento 2030 General Plan;

F. All Notices of Preparation and other public notices issued by the City in conjunction with the Sacramento 2030 General Plan and MEIR;

G. Resolution No. 2009-### certifying the Master Environmental Impact Report for and making Findings of Fact and Statement of Overriding Considerations in support of the adoption of the Sacramento 2030 General Plan;

H. The City of Sacramento General Plan (1988) and all updates;

I. Resolution No. 88-058 making findings of fact and adopting the City of Sacramento General Plan (1988);

J. Environmental Impact Report for the City of Sacramento General Plan (1988), City of Sacramento, March 1987 and all updates;

K. Resolution No. 88-056 certifying the Environmental Impact Report for and making Findings of Fact and Statement of Overriding Considerations in support of the adoption of the City of Sacramento General Plan (1988) and all updates;

L. The North Natomas Community Plan (1994), the South Natomas Community Plan (1988), the North Sacramento Community Plan (1984), the Central City Community Plan (1980), the Pocket Community Plan (1979), the Airport Meadowview Community Plan (1984), and the South Sacramento Community Plan (1986);

M. Blueprint Preferred Scenario for 2050, Sacramento Area Council of Governments, December 2004;

N. The Sacramento Municipal Code;

O. All records of decision, staff reports, memoranda, maps, exhibits, letters, minutes of meetings and hearings, referrals, and other planning documents contained in City's files and prepared by City boards and commissions, officials, consultants, or staff relating to the Sacramento 2030 General Plan;

P. All testimony, documents, and other evidence contained in the City's files that were submitted to and received by the City by or on behalf of landowners, business

owners, private organizations, public agencies, and members of the public in connection with the Sacramento 2030 General Plan;

Q. Minutes and verbatim transcripts contained in the City's files of all workshops, information sessions, public meetings, and public hearings held by the City in connection with the Sacramento 2030 General Plan;

R. All testimony and documentary or other evidence contained in the City's files that were submitted to the City at workshops, information sessions, public meetings and public hearings held by the City in connection with the Sacramento 2030 General Plan.

S. Matters of common knowledge to the City Council, including, but not limited to, the following:

(1) Sacramento Metropolitan Air Quality Management District's *Guide to Air Quality Assessment in Sacramento County*, July 2004.

(2) SAFCA's *Draft Engineers Report for the Sacramento Area Flood Control Agency Capital Assessment District No. 4,* January 18, 2007.

(3) Other formally adopted City policies and ordinances.

3. Findings

In these Findings, the City identifies and addresses the extent to which each significant environmental effect can be substantially lessened or avoided through the adoption of feasible mitigation measures. Only after determining that, even with the adoption of all feasible mitigation measures, an effect is significant and unavoidable does the City address the extent to which alternatives described in the EIR are (i) environmentally superior with respect to that effect and (ii) "feasible" within the meaning of CEQA.

In cases in which a project's significant effects cannot be mitigated or avoided, an agency, after adopting proper findings, may nevertheless approve the project if it first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the "benefits of the project outweigh the significant effects on the environment." (Public Resources Code, section 21081, sub. (b); CEQA Guidelines, sections 15093, 15043.) In the Statement of Overriding Considerations found at the end of these Findings, the City identifies the specific economic, social, and other considerations that, in its judgment, outweigh the significant environmental effects that the Project will cause.

The California Supreme Court has stated that "[t]he wisdom of approving ... any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced." (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553 at 576.)

In support of its approval of the Project, the City Council makes the following findings for each of the significant environmental effects and alternatives of the Project identified in the

EIR pursuant to section 21080 of the Public Resources Code and section 15091 of the CEQA Guidelines:

A. Significant or Potentially Significant Impacts Mitigated to a Less Than Significant Level.

The following significant and potentially significant environmental impacts of the Project, including cumulative impacts, are being mitigated to a less-than- significant level and are set out below. Pursuant to section 21081(a)(1) of the Public Resources Code and section 15091(a)(1) of the CEQA Guidelines, as to each such impact, the City Council, based on the evidence in the record before it, finds that changes or alterations incorporated into the Project by means of conditions or otherwise, mitigate, avoid or substantially lessen to a level of insignificance these significant or potentially significant environmental impacts of the Project. The basis for the finding for each identified impact is set forth below.

6.1 Air Quality

Impact 6.1-6: Implementation of the City's 2030 General Plan would result in TAC emissions that could adversely affect sensitive receptors. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure has been adopted to address this impact to the extent feasible:

> 6.1-6: The City of Sacramento shall revise Policy ER 6.1.8 in the Environmental Resources section and Table 4-10 Implementation Program 13 to read as follows:
>
> **Policy ER 6.1.8:** ***Development Near TAC Sources.*** *The City shall ensure that new development with sensitive uses located adjacent to toxic air contaminant sources, as identified by the California Air Resources Board (CARB), reduces potential health risks. In its review of these projects, the City shall consider current guidance provided by and consult with the CARB and the Sacramento Metropolitan Air Quality Management District.*
>
> **Implementation Program 13***: The City shall require new development with sensitive uses located adjacent to mobile and stationary toxic air contaminants (TAC) be designed with consideration of site and building orientation, location of trees, and incorporation of appropriate technology for improved air quality (i.e., ventilation and filtration) to lessen any potential health risks. In addition, the City shall require preparation of a health risk assessment, if recommended by Sacramento Metropolitan Air Quality Management District, to identify health issues, reduce exposure to sensitive receptors, and/or implement alternative approaches to development that reduce exposure to TAC sources.*

Finding: By requiring new development with sensitive uses located adjacent to mobile and stationary toxic air contaminants (TAC) be designed with consideration given to lessen any potential health risks and requiring preparation of a health risk assessment, if recommended by Sacramento Metropolitan Air Quality Management District, to identify health issues, reduce exposure to sensitive receptors, and/or

implement alternative approaches to development that reduce exposure to TAC sources, overall health risks would be minimized.

With implementation of the mitigation measures, this impact is reduced to a *less than significant* level.

Impact 6.1-11: Implementation of the proposed 2030 General Plan, in conjunction with other development in the SVAB, would generate TAC emissions that could adversely affect sensitive receptors. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure has been adopted to address this impact to the extent feasible:

6.1-11: Implement Mitigation Measure 6.1-6 (above).

Finding: By requiring new development with sensitive uses located adjacent to mobile and stationary toxic air contaminants (TAC) be designed with consideration given to lessen any potential health risks and requiring preparation of a health risk assessment, if recommended by Sacramento Metropolitan Air Quality Management District, to identify health issues, reduce exposure to sensitive receptors, and/or implement alternative approaches to development that reduce exposure to TAC sources, overall health risks would be minimized.

With implementation of the mitigation measures, this impact is reduced to a *less than significant* level.

6.3 Biological Resources

Impact 6.3-13: Implementation of the City's 2030 General Plan and regional buildout assumed in the Sacramento Valley could result in a regional loss of special-status plant or wildlife species or their habitat. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure has been adopted to address this impact to the extent feasible:

6.3-13: Implement Mitigation Measure 6.3-2:

6.3-2: The City of Sacramento shall revise Policy ER 2.1.10 in the Environmental Resource section to read as follows:

Habitat Assessments. *The City shall consider the potential impact on sensitive plants and for each project requiring discretionary approval and shall require preconstruction surveys and/or habitat assessments for sensitive plant and wildlife species. If the preconstruction survey and/or habitat assessment determines that suitable habitat for sensitive plant and/or wildlife species is present, then either (1) protocol-level or industry-recognized (if no protocol has been established) surveys shall be conducted; or (2) presence of the species shall be assumed to occur in suitable habitat on the project site. Survey Reports shall be prepared and submitted*

to the City and the CDFG or USFWS (depending on the species) for further consultation and development of avoidance and/or mitigation measures consistent with state and federal law.

Finding: By considering development's potential impact on sensitive plants and preparing preconstruction surveys and/or habitat assessments for sensitive plant and wildlife species, the City and CDFG or USFWS can determine how construction activities and/or development can avoid or minimize impacts to these resources.

With implementation of the mitigation measure, this impact is reduced to a *less than significant* level.

Impact 6.3-14: Implementation of the City's 2030 General Plan and regional buildout assumed in the Sacramento Valley could contribute to the cumulative loss of sensitive natural communities including wetlands and riparian habitat in the region. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measures have been adopted to address this impact to the extent feasible:

6.3-14: Implement Mitigation Measures 6.3-8 and 6.3-9:

6.3-8: The City of Sacramento shall revise Policy ER 2.1.5 in the Environmental Resources section to read as follows:

Riparian Habitat Integrity*. The City shall preserve the ecological integrity of creek corridors, canals, and drainage ditches that support riparian resources by preserving native plants and, to the extent feasible, removing invasive, non-native plants. If not feasible adverse impacts on riparian habitat shall be mitigated by the preservation and/or restoration of this habitat at a 1:1 ratio, in perpetuity.*

6.3-9: The City of Sacramento shall revise Policy ER 2.1.6 in the Environmental Resources section to read as follows:

Wetland Protection. *The City shall preserve and protect wetland resources including creeks, rivers, ponds, marshes, vernal pools, and other seasonal wetlands, to the extent feasible. If not feasible, the mitigation of all adverse impacts on wetland resources shall be required in compliance with State and Federal regulations protecting wetland resources, and if applicable, threatened or endangered species. Additionally, the City shall require either on- or off-site permanent preservation of an equivalent amount of wetland habitat to ensure no-net-loss of value and/or function.*

Finding: Implementation of Mitigation Measure 6.3-14 would ensure that riparian habitat including creeks, canals, and drainage ditches be preserved or restored at a 1:1 ratio in perpetuity. This ensures no net loss of riparian habitat. In addition, wetland resources including creeks, rivers, ponds, marshes, vernal pools, and other seasonal

wetlands would be permanently preserved on- or off-site in perpetuity, ensuring no net loss of wetlands.

With implementation of the mitigation measure, this impact is reduced to a *less than significant* level.

6.7 Hydrology and Water Quality

Impact 6.7-3: Implementation of the proposed 2030 General Plan could increase exposure of people and/or property to risk of injury and damage from a localized 100-year flood. Without mitigation, this is a *significant impact.*

Mitigation Measure: The following mitigation measure has been adopted to address this impact to the extent feasible:

> 6.7-3: The City of Sacramento shall include the following policy in the Environmental Resources section of the 2030 General Plan:
>
> ***No Net Increase.*** *The City shall require all new development to contribute no net increase in stormwater runoff peak flows over existing conditions associated with a 10-year storm event.*

Finding: Requiring all new development to contribute no net increase in stormwater runoff peak flows will decrease stormwater runoff rates from the 2030 General Plan and minimize localized flooding impacts.

With implementation of the mitigation measure, this impact is reduced to a *less than significant* level.

Impact 6.7-6: Implementation of the proposed 2030 General Plan, in addition to other projects in the watershed, could result in increased numbers of residents and structures exposed to a localized 100-year flood event. Without mitigation, this is a *significant impact.*

Mitigation Measure: The following mitigation measure has been adopted to address this impact to the extent feasible:

> 6.7-6: Implement Mitigation Measure 6.7-3 (above).

Finding: Requiring all new development to contribute no net increase in stormwater runoff peak flows will decrease stormwater runoff rates from the 2030 General Plan and minimize localized flooding impacts.

With implementation of the mitigation measure, this impact is reduced to a *less than significant* level.

6.8 Noise and Vibration

Impact 6.8-5: Implementation of the 2030 General Plan could permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure has been adopted to address this impact to the extent feasible:

> 6.8-5 The City of Sacramento shall include the following policy in the Environmental Constraints section of the 2030 General Plan:
>
> ***Vibration Screening Distances****. The City shall require new residential and commercial projects located adjacent to major freeways, rail lines or light rail lines to follow the FTA screening distance criteria.*

Finding: Following the FTA screening distance criteria would ensure that vibration levels at new residential commercial projects adjacent to freeways, rail lines or light rail lines would be reduced to acceptable levels.

With implementation of the mitigation measure, this impact is reduced to a *less than significant* level.

Impact 6.8-6: Implementation of the 2030 General Plan could permit historic buildings and archeological sites to be exposed to vibration-peak-particle velocities greater than 0.25 inches per second due to project construction, highway traffic, and rail operations.. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure has been adopted to address this impact to the extent feasible:

> 6.8-6 The City of Sacramento shall include the following policy in the Environmental Constraints section of the 2030 General Plan:
>
> ***Vibration.*** *The City shall require an assessment of the damage potential of vibration-induced construction activities, highways, and rail lines in close proximity to historic buildings and archeological sites and require all feasible mitigation measures be implemented to ensure no damage would occur.*

Finding: The vibration-induced damage assessment would include measures be taken to ensure that no damage to historic buildings or archeological sites would occur.

With implementation of the mitigation measure, this impact is reduced to a *less than significant* level.

Impact 6.8-10: Implementation of the 2030 General Plan could result in cumulative impacts

on adjacent residential and commercial areas exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure has been adopted to address this impact to the extent feasible:

6.8-10: Implement Mitigation Measure 6.8-5 (above).

Finding: Following the FTA screening distance criteria would ensure that vibration levels at new residential commercial projects adjacent to freeways, rail lines or light rail lines would be reduced to acceptable levels.

With implementation of the mitigation measure, this impact is reduced to a *less than significant* level.

6.13 Urban Design and Visual Resources

Impact 6.13-1: Implementation of the proposed 2030 General Plan could cast glare in such a way as to cause a public hazard or annoyance for a sustained period of time. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact to the extent feasible:

6.13-1: *The City shall amend the Zoning Code to prohibit new development from:*

1) *using reflective glass that exceeds 50 percent of any building surface and on the ground three floors;*
2) *using mirrored glass;*
3) *using black glass that exceeds 25 percent of any surface of a building; and*
4) *using metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building.*

Finding: Limiting the surface area of reflective, mirrored, or black glass and metal materials would reduce glare reflecting off of new buildings. As a result, public hazard and annoyance would be reduced.

With implementation of the mitigation measure, this impact is reduced to a *less than significant* level.

Impact 6.13-3: Implementation of the proposed 2030 General Plan, in combination with other projects in the county and West Sacramento, could cast glare in such a way as to cause a public hazard or annoyance for a sustained period of time. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact to the extent feasible:

6.13-3: Implement Mitigation Measure 6.13-1 (above).

Finding: Limiting the surface area of reflective, mirrored, or black glass and metal materials would reduce glare reflecting off of new buildings. As a result, public hazard and annoyance would be reduced.

With implementation of the mitigation measure, this impact is reduced to a *less than significant* level.

B. Significant or Potentially Significant Impacts for which Mitigation is Outside the City's Responsibility and/or Jurisdiction.

Mitigation measures to mitigate, avoid, or substantially lessen the following significant and potentially significant environmental impacts of the Project, are within the responsibility and jurisdiction of another public agency and not the City. Pursuant to section 21081(a)(2) of the Public Resources Code and section 15091(a)(2) of the CEQA Guidelines, the City Council, based on the evidence in the record before it, specifically finds that implementation of these mitigation measures can and should be undertaken by the other public agency. The City will request, but cannot compel implementation of the identified mitigation measures described. The impact and mitigation measures and the facts supporting the determination that mitigation is within the responsibility and jurisdiction of another public agency and not the City, are set forth below. Notwithstanding the disclosure of these impacts, the City Council elects to approve the Project due to the overriding considerations set forth below in Section G, the statement of overriding considerations.

6.11 Public Utilities

Impact 6.11-4: Implementation of the proposed 2030 General Plan would require the need for expansion of wastewater treatment facilities, which could cause significant environmental effects. Without mitigation, this is a *significant impact*.

Mitigation Measure: none available.

Finding: Implementation of the 2030 General Plan would contribute to the need to expand the SRWTP, which could result in short-term significant and unavoidable air quality impacts during construction. There are no feasible mitigation measures available to the City of Sacramento to address this short-term significant impact because construction site emissions and controls would not be within the jurisdiction of the City of Sacramento to monitor and enforce.

For these reasons, the impact remains *significant and unavoidable*.

Impact 6.11-5: Implementation of the proposed 2030 General Plan, in combination with future development in the SRCSD Service Area, would require expansion of wastewater conveyance and treatment capacity to serve the project's sewer needs in addition to existing commitments. Without mitigation, this is a *significant impact*.

Mitigation Measure: none available.

Finding: Any future provision of service by the SRCSD to future growth areas contemplated in the 2020 Master Plan would not be at the discretion of the City of Sacramento. There are no mechanisms available to the City to direct future planning efforts of the SRCSD to serve locations outside the Policy Area covered by the 2030 General Plan.

For these reasons, the impact remains *significant and unavoidable*.

C. Significant and Unavoidable Impacts.

The following significant and potentially significant environmental impacts of the Project, including cumulative impacts, are unavoidable and cannot be mitigated in a manner that would substantially lessen the significant impact. Notwithstanding disclosure of these impacts, the City Council elects to approve the Project due to overriding considerations as set forth below in Section G, the statement of overriding considerations.

6.1 Air Quality

Impact 6.1-2: Implementation of the proposed 2030 General Plan could result in construction activities that would increase NO_x levels above 85 pounds per day. Without mitigation, this is a *significant impact*.

Mitigation Measure: none available.

Finding: Compliance with proposed 2030 General Plan policies would result in measurable reductions in construction emissions from individual projects within the Policy Area; payment into SMAQMD's construction mitigation fund would reduce off-site sources to ensure that construction emissions would not result in substantial increases in ozone precursors in the air basin; and compliance with other SMAQMD standard mitigation measures would all help to reduce the amount of NO_x generated by construction equipment. However, there are no other feasible mitigation measures to ensure that construction emissions for individual or multiple concurrent projects can be reduced below the 85 pounds per day threshold.

For these reasons, the impact remains *significant and unavoidable*.

Impact 6.1-3: Implementation of the proposed 2030 General Plan would result in operational emissions that would increase either of the ozone precursors, NO_x or reactive organic gases (ROG), above 65 pounds per day. Without mitigation, this is a *significant impact*.

Mitigation Measure: none available.

Finding: Compliance with proposed 2030 General Plan policies would result in measurable reductions in operational emissions from individual projects within the Policy Area combined with SMAQMD's standard operational mitigation measures would all help to reduce the amount of NO_x and ROG generated by the increase in vehicles and other sources of NO_x and ROG associated with development. Further, net emissions for the six-county region, of which the Policy Area is a part, are expected to decrease. However, even

with these measures it is unlikely that emissions from the Policy Area would be reduced to below the threshold. Therefore, there are no other feasible mitigation measures available which would reduce the severity of the impact.

For these reasons, the impact remains *significant and unavoidable*.

Impact 6.1-4: Implementation of the proposed 2030 General Plan would result in PM_{10} concentrations due to the emission of particulate matter associated with construction activities at a level equal to or greater than five percent of the state ambient air quality standard (i.e., 50 micrograms/cubic meter for 24 hours). Without mitigation, this is a *significant impact*.

Mitigation Measure: none available.

Finding: Compliance with 2030 General Plan policies, which requires implementation of feasible mitigation measures to reduce PM_{10} emissions, would result in reductions in construction PM_{10} emissions from individual projects within the Policy Area. However, there are no feasible mitigation measures beyond what is required by the SMAQMD and the proposed policies to ensure that construction emissions for individual or multiple concurrent projects can be reduced to ensure that PM_{10} emissions would not exceed thresholds.

For these reasons, the impact remains *significant and unavoidable*.

Impact 6.1-7: Implementation of the proposed 2030 General Plan, in conjunction with other construction activities in the SVAB, would increase cumulative construction-generated NO_x levels above 85 pounds per day. Without mitigation, this is a *significant impact*.

Mitigation Measure: none available.

Finding: Compliance with 2030 General Plan policies would result in reductions in construction emissions from individual projects in the Policy Area; payment into SMAQMD's construction mitigation fund would reduce off-site sources to ensure that construction emissions would not result in substantial increases in ozone precursors in the air basin. However, there are no other feasible mitigation measures to ensure that construction emissions for individual or multiple concurrent projects, including projects outside of the Policy Area, can be reduced below the 85 pounds per day threshold. Therefore, the project's contribution to this impact would remain considerable.

For these reasons, the impact remains *significant and unavoidable*.

Impact 6.1-8: Implementation of the proposed 2030 General Plan, in conjunction with other development in the SVAB, would increase cumulative operational levels of either ozone precursors, NO_x or reactive organic gases (ROG), above 65 pounds per day. Without mitigation, this is a *significant impact*.

Mitigation Measure: none available.

Finding: Compliance with the proposed policies as well as SMAQMD standard

mitigation measures would help to reduce the significance of the project-specific impact. However, because future development within the Policy Area would generate operational emissions associated with an increase in vehicles as well as development, the project's contribution to cumulative operational emissions would remain above the SMAQMD significance threshold. Consequently, the project's contribution would remain considerable.

For these reasons, the impact remains *significant and unavoidable*.

Impact 6.1-9: Implementation of the proposed 2030 General Plan, in conjunction with other development in the SVAB, would emit particulate pollutants associated with construction activities at a cumulative level equal to, or greater than, five percent of the CAAQS (50 micrograms/cubic meter for 24 hours). Without mitigation, this is a *significant impact*.

Mitigation Measure: none available.

Finding: Compliance with General Plan policies, which requires implementation of feasible mitigation measures to reduce PM_{10} emissions, would result in reductions in construction PM_{10} emissions from individual projects within the Policy Area. However, there are no other feasible mitigation measures to ensure that construction emissions for individual or multiple concurrent projects, including those outside of the Policy Area boundaries, can be reduced to ensure that PM_{10} emissions would not exceed thresholds. Therefore, emissions of PM_{10} in the Policy Area would remain cumulatively considerable.

For these reasons, the impact remains *significant and unavoidable*.

6.3 Biological Resources

Impact 6.3-2: Implementation of the proposed 2030 General Plan could adversely affect special-status plant species due to the substantial degradation of the quality of the environment or reduction of population or habitat below self-sustaining levels. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure has been adopted to address this impact to the extent feasible:

> 6.3-2: The City of Sacramento shall revise Policy ER 2.1.10 in the Environmental Resource section to read as follows:
>
> ***Habitat Assessments.*** *The City shall consider the potential impact on sensitive plants and for each project requiring discretionary approval and shall require preconstruction surveys and/or habitat assessments for sensitive plant and wildlife species. If the preconstruction survey and/or habitat assessment determines that suitable habitat for sensitive plant and/or wildlife species is present, then either (1) protocol-level or industry-recognized (if no protocol has been established) surveys shall be conducted; or (2) presence of the species shall be assumed to occur in suitable habitat on the project site. Survey Reports shall be prepared and submitted to the City and the CDFG or USFWS (depending on the species) for further consultation and development of avoidance and/or mitigation measures consistent with state and federal law.*

Finding: Implementation of Mitigation Measure 6.3-2 would allow the City to require protocol surveys for special-status plants. This mitigation would likely include offsite preservation of the plants and suitable habitat outside of the Policy Area. However, preservation is not likely to be feasible within the Policy Area because a significant amount of land within the Policy Area would be developed.

For these reasons, the impact remains *significant and unavoidable*.

Impact 6.3-3: Implementation of the proposed 2030 General Plan could result in substantial degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status invertebrates. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure has been adopted to address this impact to the extent feasible:

6.3-3: Implement Mitigation Measure 6.3-2 (above).

Finding: Implementation of Mitigation Measure 6.3-2 would allow the City to require protocol surveys for special-status plants. This mitigation would likely include offsite preservation of the plants and suitable habitat outside of the Policy Area. However, preservation is not likely to be feasible within the Policy Area because a significant amount of land within the Policy Area would be developed.

For these reasons, the impact remains *significant and unavoidable*.

Impact 6.3-4: Implementation of the proposed 2030 General Plan could result in substantial degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status birds, through the loss of both nesting and foraging habitat. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure has been adopted to address this impact to the extent feasible:

6.3-4: Implement Mitigation Measure 6.3-2 (above).

Finding: Implementation of Mitigation Measure 6.3-2 would allow the City to require protocol surveys for special-status plants. This mitigation would likely include offsite preservation of the plants and suitable habitat outside of the Policy Area. However, preservation is not likely to be feasible within the Policy Area because a significant amount of land within the Policy Area would be developed.

For these reasons, the impact remains *significant and unavoidable*.

Impact 6.3-5: Implementation of the proposed 2030 General Plan could result in substantial degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status amphibians and reptiles. Without mitigation, this is a

significant impact.

Mitigation Measure: The following mitigation measure has been adopted to address this impact to the extent feasible:

6.3-5: Implement Mitigation Measure 6.3-2 (above).

Finding: Implementation of Mitigation Measure 6.3-2 would allow the City to require protocol surveys for special-status plants. This mitigation would likely include offsite preservation of plants and suitable habitat outside of the Policy Area. However, preservation is not likely to be feasible within the Policy Area because a significant amount of land within the Policy Area would be developed.

For these reasons, the impact remains *significant and unavoidable*.

Impact 6.3-6 Implementation of the proposed 2030 General Plan could result in substantial degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status mammals. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure has been adopted to address this impact to the extent feasible:

6.3-6: Implement Mitigation Measure 6.3-2 (above).

Finding: Implementation of Mitigation Measure 6.3-2 would allow the City to require protocol surveys for special-status plants. This mitigation would likely include offsite preservation of the plants and suitable habitat outside of the Policy Area. However, preservation is not likely to be feasible within the Policy Area because a significant amount of land within the Policy Area would be developed.

For these reasons, the impact remains *significant and unavoidable*.

Impact 6.3-7: Implementation of the proposed 2030 General Plan could result in substantial degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status fish. Without mitigation, this is a *significant impact*.

Mitigation Measure: none available.

Finding: State and federal regulations would require avoidance and mitigation measures of individual projects to reduce impacts on special-status fish species which could include the enhancement of suitable habitat outside of the Policy Area. Due to the developed nature of the Policy Area it is anticipated mitigation would occur in less developed areas outside of the Policy Area boundaries. While individual projects would be required to comply with federal and state regulations, it is anticipated that the impacts could result in the degradation of habitat or loss of habitat within the Policy Area. Because mitigation required by federal and state regulations would occur outside of the Policy Area, there are no feasible mitigation measures that could reduce the severity of this impact.

For these reasons, the impact remains *significant and unavoidable*.

Impact 6.3-8: Implementation of the proposed 2030 General Plan could result in the loss or modification of riparian habitat, resulting in a substantial adverse effect. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure has been adopted to address this impact to the extent feasible:

> 6.3-8: The City of Sacramento shall revise Policy ER 2.1.5 in the Environmental Resources section to read as follows:
>
> ***Riparian Habitat Integrity****. The City shall preserve the ecological integrity of creek corridors, canals, and drainage ditches that support riparian resources by preserving native plants and, to the extent feasible, removing invasive, non-native plants. If not feasible, adverse impacts on riparian habitat shall be mitigated by the preservation and/or restoration of this habitat at a 1:1 ratio, in perpetuity.*

Finding: Compliance with federal and state regulations does not protect all riparian habitats. Implementation of Mitigation Measure 6.3-8 would reduce the magnitude of the impact by requiring a 1:1 replacement of riparian habitat lost to development. While implementation of this mitigation measure would help mitigate impacts on riparian habitat, large open areas of riparian habitat used by wildlife could be lost and/or degraded directly and indirectly through development under the General Plan. This mitigation measure does require the preservation and/or restoration of riparian habitat at a 1:1 ratio; however, this would more than likely occur outside of the Policy Area. Preservation is not likely to be feasible within the Policy Area because a significant amount of land within the Policy Area would be developed.

For these reasons, the impact remains *significant and unavoidable*.

Impact 6.3-9: Implementation of the proposed 2030 General Plan could result in a substantial adverse effect on state or federally protected wetlands and/or waters of the United States through direct removal, filling, or hydrological interruption. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure has been adopted to address this impact to the extent feasible:

> 6.3-9: The City of Sacramento shall revise Policy ER 2.1.6 in the Environmental Resources section to read as follows:
>
> ***Wetland Protection.*** *The City shall preserve and protect wetland resources including creeks, rivers, ponds, marshes, vernal pools, and other seasonal wetlands, to the extent feasible. If not feasible, the mitigation of all adverse impacts on wetland resources shall be required in compliance with State and Federal regulations protecting wetland resources, and if applicable, threatened or endangered species. Additionally, the City shall require either on- or off-site permanent preservation of an equivalent amount of wetland habitat to ensure no-net-loss of value and/or function.*

Finding: Implementation of Mitigation Measure 6.3-9 would reduce the impact on wetlands and waters of the U.S.; however, future development within the Policy Area could result in the permanent loss of wetland habitat. At this time it is anticipated that these wetlands could be preserved off-site in areas outside of the Policy Area. However, wetlands likely would not be preserved within the Policy Area.

For these reasons, the impact remains *significant and unavoidable*.

Impact 6.3-10: Implementation of the 2030 General Plan could result in the loss of CDFG defined sensitive natural communities such as elderberry savanna, northern claypan vernal pool and northern hardpan vernal pool resulting in a substantial adverse effect. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure has been adopted to address this impact to the extent feasible:

6.3-10: Implement Mitigation Measure 6.3-2.

Finding: Implementation of Mitigation Measure 6.3-10 would require measures to avoid and minimize any impacts to these sensitive habitat types identified on project sites. This mitigation would likely include transplantation of plants (for elderberry shrubs) and preservation of suitable habitat outside of the Policy Area. Additionally, vernal pool habitats are specific to certain soil types that cannot be recreated in new areas.

For these reasons, the impact remains *significant and unavoidable*.

6.4 Cultural Resources

Impact 6.4-1: Implementation of the 2030 General Plan could cause a substantial change in the significance of a historical resource as defined in CEQA Guidelines section 15064.5. Without mitigation, this is a *significant impact*.

Mitigation Measure: none available.

Finding: In some instances due to public health or safety reasons it may be infeasible to protect a historic structure and it may be demolished. As discussed above, Policy HCR 2.1.14 indicates that the City would consider building demolition as a last resort and to be permitted only if rehabilitation is not feasible. It would be up to the discretion of the City to make this determination. However, assuming compliance with this policy the City could still approve the demolition of a historic structure. There are no feasible or practical mitigation measures available to ensure that the City does not approve the demolition of a historic building or structure.

For these reasons, the impact remains *significant and unavoidable*.

Impact 6.4-2: Implementation of the 2030 General Plan could cause a substantial change in the significance of an archaeological resource as defined in CEQA Guidelines section 15064.5. Without mitigation, this is a *significant impact*.

Mitigation Measure: none available.

Finding: Although 2030 General Plan policies would work to identify and protect archaeological resources along with other federal and state regulations, which could result in the preservation of historic and prehistoric archeological resources, many projects anticipated to occur under the 2030 General Plan would not be required to conduct a review relative to archeological resources prior to issuance of demolition or excavation permits. Because there is no way to know if significant archaeological resources occur below ground surface, any disturbance could result in an impact.

For these reasons, the impact remains *significant and unavoidable*.

Impact 6.4-3: Implementation of the 2030 General Plan, in conjunction with other development within the county, could cause a substantial change in the significance of a historical resource as defined in CEQA Guidelines section 15064.5. Without mitigation, this is a *significant impact*.

Mitigation Measure: none available.

Finding: In some instances due to public health or safety reasons it may be infeasible to protect a historic structure and it may be demolished. It would be up to the discretion of the City to make this determination. There are no feasible or practical mitigation measures available to ensure that the City does not approve the demolition of a historic building or structure.

For these reasons, the impact remains *significant and unavoidable*.

Impact 6.4-4: Implementation of the 2030 General Plan, in conjunction with other development within the Central Valley, could cause a substantial change in the significance of an archaeological resource as defined in CEQA Guidelines section 15064.5. Without mitigation, this is a *significant impact*.

Mitigation Measure: none available.

Finding: Although 2030 General Plan policies would work to identify and protect archaeological resources along with other federal and state regulations, which could result in the preservation of historic and prehistoric archeological resources, many projects anticipated to occur under the 2030 General Plan would not be required to conduct a review relative to archeological resources prior to issuance of demolition or excavation permits. Because there is no way to know if significant archaeological resources occur below ground surface, any disturbance could result in an impact.

For these reasons, the impact remains *significant and unavoidable*.

6.8 Noise and Vibration

Impact 6.8-1: Implementation of the 2030 General Plan could result in exterior noise levels in the Policy Area that are above the upper value of the normally acceptable category for

various land uses (per Table EC-1) due to an increase in noise levels.

Mitigation Measure: none available.

Finding: Exterior noise levels in existing and proposed noise-sensitive areas can be remediated by relocating roadways, building sound walls, providing buffer zones, retrofitting older homes with insulation or applying appropriate window treatments (e.g., double-paned windows, interior storm windows) or choosing development sites in quiet areas.. For new development it is anticipated that many city standards could be met and substantial noise increases could be avoided by incorporating some of the strategies listed above. However, it would not be possible to guarantee success in all cases because funding may not be available for sound wall construction, land may not be available for buffer zones, or it may be cost prohibitive to relocate existing roadways. For existing residences located in areas adjacent to roadways or other noise generating sources it may not be possible or feasible to include noise reduction strategies to address an increase in noise levels. Thus, this mitigation does not meet the CEQA standard of "potentially feasible."

For these reasons, the impact remains *significant and unavoidable*.

Impact 6.8-2: Implementation of the 2030 General Plan would result in residential interior noise levels of L_{dn} 45 dB or greater caused by an increase in noise levels. Without mitigation, this is a *significant impact*.

Mitigation Measure: none available.

Finding: Interior noise in existing and proposed noise-sensitive areas can be remediated by relocating roadways, building sound walls, providing buffer zones, retrofitting older homes with insulation or appropriate window treatments (e.g., double-paned windows, interior storm windows) or choosing development sites in quiet areas. For new development it is anticipated that many city standards could be met and substantial noise increases could be avoided by incorporating some of the strategies listed above. However, it would not be possible to guarantee success in all cases because funding may not be available for sound wall construction, land may not be available for buffer zones, or it may be cost prohibitive to relocate existing roadways. For existing residences located in areas adjacent to roadways or other noise generating sources it may not be possible or feasible to include noise reduction strategies to address an increase in interior noise levels due to lack of access or the inability to assure upgrades would be made to the residences. Thus, this mitigation does not meet the CEQA standard of "potentially feasible."

For these reasons, the impact remains *significant and unavoidable*.

Impact 6.8-4: Implementation of the 2030 General Plan could permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure has been adopted to address this impact to the extent feasible:

6.8-4: The City of Sacramento shall include the following policy in the Environmental Constraints section of the 2030 General Plan:

Interior Vibration Standards*. The City shall require construction projects anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby residential and commercial uses based on the current City or FTA criteria.*

Finding: Vibration-induced structural damage could be avoided in all cases by prohibiting any construction projects that have any potential for causing structural damage to nearby buildings, as determined by a pre-construction vibration assessment in accordance with city vibration damage criteria. However, there is no assurance that all construction-induced disruption/annoyance impacts could be avoided if existing sensitive uses are very close (i.e., within 150 feet) to construction sites. However, it is not feasible to prohibit all construction within 150 feet of all existing receptors, and the residual potential for disruption/annoyance impacts at certain receptors would remain.

For these reasons, the impact remains *significant and unavoidable*.

Impact 6.8-7: Implementation of the 2030 General Plan along with other development in the region could result in an increase in interior and exterior noise levels in the Policy Area that are above acceptable levels. Without mitigation, this is a *significant impact*.

Mitigation Measure: none available.

Finding: There are no feasible mitigation measures to address the increase in noise on both interior and exterior noise levels for existing noise-sensitive land uses (i.e., residential).

For these reasons, the impact remains *significant and unavoidable*.

Impact 6.8-9: Implementation of the 2030 General Plan could result in cumulative construction vibration levels that exceed the vibration-peak-particle velocities greater than 0.5 inches per second. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure has been adopted to address this impact to the extent feasible:

6.8-9: Implement Mitigation Measure 6.8-4 (above).

Finding: Vibration-induced structural damage could be avoided in all cases by prohibiting any construction projects that have any potential for causing structural damage to nearby buildings, as determined by a pre-construction vibration assessment in accordance with city vibration damage criteria. However, there is no assurance that all construction-induced disruption/annoyance impacts could be avoided if existing sensitive uses are very close (i.e., within 150 feet) to construction sites. However, it is not feasible to prohibit all construction within 150 feet of all existing receptors, and the residual potential

for disruption/annoyance impacts at certain receptors would remain.

For these reasons, the impact remains *significant and unavoidable*.

6.11 Public Utilities

Impact 6.11-2: Implementation of the proposed 2030 General Plan would result in an increase in demand for potable water in excess of the City's existing diversion and treatment capacity, and could require the construction of new water supply facilities. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact to the extent feasible:

6.11-2: a) *Implement Diversion and WTP (Water Treatment Plant) as cost-sharing partner in Sacramento River Water Reliability Study.*

The City shall agree to a cost-sharing partnership for the construction and operation of a second Sacramento River diversion and WTP to divert and treat water which could result, at a minimum, in the following potentially significant environmental impacts associated with the construction and operation. This project is currently being analyzed under a separate EIR/EIS:

- *Exposure of soils to erosion and loss of topsoil during construction;*
- *Surface water quality degradation;*
- *Destruction or disturbance of subsurface archeological or paleontological resources;*
- *Construction-related air emissions;*
- *Construction and operations-related noise impacts;*
- *Visual and/or light and glare impacts;*
- *Loss of protected species and degradation or loss of their habitats;*
- *Conversion of existing agricultural lands or resources;*
- *Degradation of fisheries habitat and other in-stream impacts above and downstream of diversion; and*
- *Exposure to pre-existing listed and unknown hazardous materials contamination.*

Mitigation measures would need to be developed to reduce any potentially significant impacts to less-than-significant levels, to the extent feasible. The following are illustrative of the types of mitigation measures that could be implemented to avoid or reduce those impacts listed above to less-than-significant levels:

- *Reduction in operational and construction air emissions as required by SMAQMD;*
- *Avoidance of surface water pollution through control of on-site stormwater flows, protection of top soils or stock piles from wind and water erosion, and implementation of related BMPs (Best Management Practices);*
- *Minimization of operational and construction noise through the use of noise attenuation measures;*
- *Avoidance and/or implementation of appropriate measures to restore, create, preserve or otherwise compensate for effects to biological resources;*
- *Avoidance of effects to buried cultural resources through investigation and pre-testing, and/or on-site archaeological monitoring and implementation of appropriate steps if cultural resources are discovered during earth moving activities;*
- *Avoidance of hazardous materials effects through appropriate investigation and remediation of any on-site hazards; and*
- *Avoidance, preservation or other appropriate compensation for loss of or adverse effects to important farmlands.*

The City, as a cost-sharing local partner participating in the Sacramento River Water Reliability Study project, would be a responsible agency required to implement all mitigation measures within its control.

OR

b) *Implement a City of Sacramento-Only Sacramento River Diversion and WTP.*

The City shall be solely responsible for the construction and operation of a second Sacramento River diversion and WTP to divert and treat water. This would be a separate project that would require its own environmental review, in addition to compliance with all applicable regulatory

requirements. The construction and operation of this facility to divert and treat water, although having a smaller capacity than the regional facility, would have the same potentially significant environmental impacts as discussed above, and would entail the same types of mitigation measures, discussed above. The City would be the lead agency if this option were selected.

Finding: Under CEQA, water supply facilities necessary to serve future development cannot be approved and built until a general plan that allows such development is adopted. Consistent with this mandate, the City is participating as a local partner in the SRWRS (Sacramento River Water Reliability Study) project and expects to approve and construct, as part of the SRWRS project, the City's next increment of water diversion and treatment capacity that would serve future water demand, after approval of the 2030 General Plan, completion of the SRWRS project's environmental review and receipt of all necessary approvals by the SRWRS partner agencies. However, because the future water supply facilities have not yet been approved and constructed, at present it is not possible to state with certainty that these facilities would be approved and constructed.

For these reasons, the impact remains *significant and unavoidable*.

6.12 Transportation and Circulation

Impact 6.12-1: Implementation of the proposed 2030 General Plan could result in roadway segments located within the Policy Area that do not meet the City's current LOS C standard or the proposed LOS D-E goal. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measures have been adopted to address this impact to the extent feasible:

6.12-1: a) The City of Sacramento shall include the following new implementation program in Part 4 of the 2030 General Plan:

Provide New River Connections. *The City shall conduct additional studies to identify the location of future river crossings and shall amend the Street Classification diagram to include new bridge locations.*

b) The City of Sacramento shall revise Figure M3A showing the number of lanes on roadways citywide to increase the number of through lanes on the following roadways in order to meet the LOS D-E threshold

- *Elkhorn Boulevard: SR 99 to Commerce Parkway*
- *Rio Linda Boulevard: Grand Avenue to North City Limits*
- *Silver Eagle Road: Northgate Boulevard to Norwood Avenue*

c) The City of Sacramento shall revise Policy M.1.2.2 in the Mobility section to read as follows:

***M 1.2.2 LOS Standard**. The City shall allow for flexible Level of Service (LOS) standards, which will permit increased densities and mix of uses to increase transit ridership, biking, and walking, which decreases auto travel, thereby reducing air pollution, energy consumption, and greenhouse gas emissions.*

a. ***Core Area Level of Service Exemption**—LOS F conditions are acceptable during peak hours in the Core Area bounded by C Street, the Sacramento River, 30th Street, and X Street. If a Traffic Study is prepared and identifies a LOS impact that would otherwise be considered significant to a roadway or intersection that is in the Core Area as described above, the project would not be required in that particular instance to widen roadways in order for the City to find project conformance with the General Plan. Instead, General Plan conformance could still be found if the project provides improvements to other parts of the citywide transportation system in order to improve transportation-system-wide roadway capacity, to make intersection improvements, or to enhance non-auto travel modes in furtherance of the General Plan goals. The improvements would be required within the project site vicinity or within the area affected by the project's vehicular traffic impacts. With the provision of such other transportation infrastructure improvements, the project would not be required to provide any mitigation for vehicular traffic impacts to road segments in order to conform to the General Plan. This exemption does not affect the implementation of previously approved roadway and intersection improvements identified for the Railyards or River District planning areas.*

b. ***Level of Service Standard for Multi-Modal Districts**—The City shall seek to maintain the following standards in the Central Business District, in areas within ½ mile walking distance of light rail stations, and in areas designated for urban scale development (Urban Centers, Urban Corridors, and Urban Neighborhoods as designated in the Land Use and Urban Form Diagram). These areas are characterized by*

frequent transit service, enhanced pedestrian and bicycle systems, a mix of uses, and higher-density development.

- *Maintain operations on all roadways and intersections at LOS A-E at all times, including peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. LOS F conditions may be acceptable, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation and transit as part of a development project or a City-initiated project.*

c. ***Base Level of Service Standard****—the City shall seek to maintain the following standards for all areas outside of multi-modal districts.*

- *Maintain operations on all roadways and intersections at LOS A-D at all times, including peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. LOS E or F conditions may be accepted, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation as part of a development project or a City-initiated project.*

d. ***Roadways Exempt from Level of Service Standard****—The above LOS standards shall apply to all roads, intersections or interchanges within the City except as specified below. If a Traffic Study is prepared and identifies a significant LOS impact to a roadway or intersection that is located within one of the roadway corridors described below, the project would not be required in that particular instance to widen roadways in order for the City to find project conformance with the General Plan. Instead, General Plan conformance could still be found if the project provides improvements to other parts of the city wide transportation system in order to improve transportation-system-wide roadway capacity, to make intersection improvements, or to enhance non-auto travel modes in furtherance of the General Plan goals. The improvements would be required within the project site vicinity or within the*

area affected by the project's vehicular traffic impacts. With the provision of such other transportation infrastructure improvements, the project would not be required to provide any mitigation for vehicular traffic impacts to the listed road segment in order to conform to the General Plan.

- *12th/14th Avenue: State Route 99 to 36th Street*
- *24th Street: Meadowview Road to Delta Shores Circle*
- *65th Street: Folsom Boulevard to 14th Avenue*
- *Alhambra Boulevard: Folsom Boulevard to P Street*
- *Arcade Boulevard: Marysville Boulevard to Del Paso Boulevard*
- *Arden Way: Capital City Freeway to Ethan Way*
- *Blair Avenue/47th Avenue: S. Land Park Drive to Freeport Boulevard*
- *Broadway: 15th Street to Franklin Boulevard*
- *Broadway: 58th to 65th Streets*
- *El Camino Avenue: Stonecreek Drive to Marysville Boulevard*
- *El Camino Avenue: Capitol City Freeway to Howe Avenue*
- *Elder Creek Road: 65th Street to Power Inn Road*
- *Florin Perkins Road: 14th Avenue to Elder Creek Road*
- *Florin Road: Greenhaven Drive to I-5; 24th Street to Franklin Boulevard*
- *Folsom Boulevard: 34th Street to Watt Avenue*
- *Freeport Boulevard: Broadway to Seamas Avenue*
- *Fruitridge Road: Franklin Boulevard to SR 99*
- *Garden Highway: Truxel Road to Northgate Boulevard*
- *Howe Avenue: American River Drive to Folsom Boulevard*
- *J Street: 43rd Street to 56th Street*
- *Mack Road: Meadowview Road to Stockton Boulevard*

- *Martin Luther King Boulevard: Broadway to 12th Avenue*
- *Marysville Boulevard: I-80 to Arcade Boulevard*
- *Northgate Boulevard: Del Paso Road to SR 160*
- *Raley Boulevard: Bell Avenue to I-80*
- *Roseville Road: Marconi Avenue to I-80*
- *Royal Oaks Drive: SR 160 to Arden Way*
- *Truxel Road: I-80 to Gateway Park*

Finding: Implementation of one or a combination of the mitigation measures would not be able to reduce the significance of the impact. In addition future crossings of the Sacramento and American rivers would have potential localized impacts including traffic, biological, cultural, and noise. Implementation of Mitigation Measures 6.12-1(b) through 6.12-1(c) would not improve traffic flow, but would be required to provide policy consistency within the 2030 General Plan. This would be accomplished by eliminating the identified inconsistencies with applicable LOS policies by revising those policies to match LOS projections.

For these reasons, the impact remains *significant and unavoidable*.

Impact 6.12-2: Implementation of the proposed 2030 General Plan could result in roadway segments located in adjacent jurisdictions that do not meet the jurisdiction's minimum acceptable level of service threshold. Without mitigation, this is a *significant impact*.

Mitigation Measure: none available.

Finding: Widening the impacted segment of Tower Bridge Gateway is not feasible, because the City of West Sacramento has adopted policies indicating they will not widen Tower Bridge Gateway beyond four lanes or provide additional turn lanes at key intersections.

For these reasons, the impact remains *significant and unavoidable*.

Impact 6.12-3: Implementation of the proposed 2030 General Plan could result in freeway segments that do not meet the jurisdiction's minimum acceptable level of service threshold. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure has been adopted to address this impact to the extent feasible:

> 6.12-3: The City of Sacramento shall include the following policy in the Mobility section of the 2030 General Plan:
>
> ***Provide Fair Share of ITS Improvements****. The City of Sacramento shall*

coordinate with Caltrans and provide a fair share of funding to implement ITS improvements on the following identified freeway segments upon mutual agreement of terms between the City and Caltrans:

- *Interstate 5 – Arena Boulevard to I-80*
- *Interstate 5 – I-80 to West El Camino Avenue*
- *State Route 50 – Freeport Boulevard to State Route 99*
- *State Route 50 – 59th Street to 65th Street*
- *State Route 50 – Howe Avenue to Watt Avenue*
- *State Route 51 (Capital City Freeway) – Watt Avenue to I-80*
- *State Route 51 (Capital City Freeway) – Arden Way to El Camino Avenue*
- *State Route 99 – Broadway to 12th Avenue (FB/IGC)*

Finding: Implementation of Mitigation Measure 6.12-3 would improve future conditions but not reduce the impact to a less-than-significant level. Since Caltrans has the decision-making authority on implementing improvements to the above freeway segments, the City of Sacramento cannot guarantee implementation and/or the timing of this mitigation measure.

For these reasons, the impact remains *significant and unavoidable*.

Impact 6.12-8: Implementation of the proposed 2030 General Plan could result in a cumulative increase in traffic that would adversely impact the existing LOS for city roadways. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure has been adopted to address this impact to the extent feasible:

6.12-8: Implement Mitigation Measure 6.12-1 (above).

Finding: Implementation of one or a combination Mitigation Measure 6.12-1(a) through (c) would not be able to reduce the significance of the impact. In addition future crossings of the Sacramento and American rivers would have potential localized impacts including traffic, biological, cultural, and noise. Implementation of Mitigation Measures 6.12-1(b) and (c) would not improve traffic flow, but would be required to provide policy consistency within the 2030 General Plan. This would be accomplished by eliminating the identified inconsistencies with applicable LOS policies by revising those policies to match LOS projections.

For these reasons, the impact remains *significant and unavoidable*.

Impact 6.12-9: Implementation of the proposed 2030 General Plan could result in a cumulative increase in traffic on roadway segments located in adjacent jurisdictions that do not meet the jurisdiction's minimum acceptable level of service threshold. Without mitigation, this is a *significant impact*.

Mitigation Measure: none available.

Finding: Widening the impacted segment of Tower Bridge Gateway is not feasible, because the city of West Sacramento has adopted policies indicating they will not widen Tower Bridge Gateway beyond four lanes or provide additional turn lanes at key intersections.

For these reasons, the impact remains *significant and unavoidable*.

Impact 6.12-10: Implementation of the proposed 2030 General Plan could result in a cumulative increase in traffic that could exceed the LOS along some freeway segments. Without mitigation, this is a *significant impact*.

Mitigation Measure: The following mitigation measure has been adopted to address this impact to the extent feasible:

6.12-10: Implement Mitigation Measure 6.12-3 (above).

Finding: Implementation of Mitigation Measure 6.12-3 would improve future conditions but not reduce the impact to a less-than-significant level. Since Caltrans has the decision-making authority on implementing improvements to the above freeway segments, the City of Sacramento cannot guarantee implementation and/or the timing of this mitigation measure.

For these reasons, the impact remains *significant and unavoidable*.

D. Findings of Significance Regarding Climate Change.

The Sacramento 2030 General Plan Master Environmental Impact Report (MEIR) contains an extensive and comprehensive discussion of the phenomenon of global climate change. In particular, the MEIR addresses the potential effects of climate change in California; the role greenhouse gas emissions play in climate change; the various types and sources of greenhouse gas emissions; and the on-going efforts at all levels of government to understand and address the complex relationship of human activities, greenhouse gas emissions, and global climate change and to develop effective regulatory programs to reduce the human contribution to, and mitigate the potentially significant environmental effects of, global climate change.

Land development contributes incrementally and cumulatively to greenhouse gas emissions, and when combined with the net greenhouse gas emissions from all sectors worldwide, locally generated emissions can contribute to changes in global climate. It is acknowledged that the global scale of climate change and the extreme complexity of its

component parts world-wide make it difficult to quantitatively asses the cumulative contribution of greenhouse gas emissions from land development at the local level to climate change on the global level.
In recognition of the serious environmental consequences of global climate change, both the Governor and the State Legislature have declared that global climate change poses a serious threat to the economic well-being, public health, natural resources, and the environment of California and have taken steps to decrease California's contributions to worldwide greenhouse gas emissions, estimated to comprise 7% if the 2004 US emissions and 2.4% of global emissions. Most notable are:

1. CA Executive Order S-03-05. This Executive Order establishes overall statewide greenhouse gas emission reduction targets of year 2000 levels by 2010, 1990 levels by 2020 (amounting to an approximately 25% reduction from current levels), and 80% below 1990 levels by 2050.

2. AB 32 (Chapter 488 Statutes of 2006). Known as the Global Warming Solutions Act of 2006, this law adopts the reduction targets of Executive Order S-03-05 and directs the California Air Resources Board (CARB) to establish a comprehensive program of regulatory and market mechanisms to achieve quantifiable greenhouse gas emission reductions. CARB is expected to adopt its Scoping Plan proposing a comprehensive set of actions to reduce overall carbon emissions by January 2009 with all regulations in place by 2012. The current drafts of the Scoping Plan have adopted a regional and sector-based approach to reaching the overall reduction goals. To date, however, the regional and sector allocations have not been determined, though the most current draft Scoping Plan establishes a 2.8% allocation to the land use sector.

3. SB 97 (Chapter 185 Statutes of 2007). This law requires OPR to prepare guidelines for mitigation of greenhouse gas emissions with assistance from CARB, to be submitted to the California Resources Agency by July, 2009 for adoption by January 2010. Work on developing CEQA guidelines for a method for setting a threshold of significance for greenhouse gas emissions is underway.

4. SB 375 (Chapter 728 Statutes of 2008). This law, among other things, requires a sustainable communities strategy to be included in regional transportation plans. The strategy would be designed around regional greenhouse gas emission reduction targets for the automobile and light truck sector. The targets are be set by CARB for 2020 and 2035. Final targets for each region are to be set by September 20, 2010. With these targets, each Metropolitan Planning Organization (MPO) is to design an integrated land use and transportation plan designed to reduce reliance on automobile and light truck travel, thereby reducing greenhouse has emissions, with the objective of reaching the greenhouse gas reduction targets approved by CARB. SACOG is the MPO for the Sacramento region.

The City has also recognized the serious threat posed by global climate change and has taken action to address this threat. The City adopted the City of Sacramento Sustainability Master Plan in December, 2007, and the Sustainability Implementation Plan in February, 2008. These Plans include greenhouse gas reduction targets consistent with AB 32 for City municipal operations and the SACOG region. Staff is currently working on a Climate Action Plan for municipal operations that will be presented to the City Council as part of the 2009 Sustainability Implementation Plan. In recognition of CARB's regional and sector-based

approach to reaching the overall statewide reduction goals, staff is also working with the County of Sacramento on a county-wide 2005 inventory (with breakdowns by jurisdiction within the County) of greenhouse gas emissions, as a first step toward establishing the regional 1990 greenhouse gas emission levels, on which all jurisdictions within the County can build climate action plans to meet CARB regional directives or work together to develop a regional climate action plan. By taking a regional approach, the jurisdictions are ensured that inventories are developed using a uniform methodology resulting in consistent outputs that can be compared across the region and against the state-mandated targets.

The MEIR contains both a qualitative and a quantitative impact analysis of development under the 2030 General Plan on global climate change resulting from greenhouse gas emissions based on the best information currently available. The quantitative analysis compares greenhouse gas emissions from a 2005 baseline inventory to projected greenhouse gas emissions of build-out under the 2030 General Plan and shows that greenhouse gas emissions will increase in the amount of 4,832 tons per day (1.76 million tons per year) in the 2030 General Plan Policy Area. Though the rate of increase is less than the increase in population and jobs, it is still a substantial increase. The City Council recognizes that the comparison of the 2005 baseline inventory with the projected 2030 emission levels does not take into account the expected reduction of greenhouse gas emissions from both existing land uses and new development that will occur from implementation of the numerous sustainability-related goals, policies, and implementation programs in the 2030 General Plan (other than reduction in VMT). In addition, the regional effects of the Statewide implementation of AB 32, which also will operate to reduce greenhouse gas emissions from current residents and existing land uses and limit development-related greenhouse gas emissions over time in all sectors, has not been included in the emission calculations.

Testimony has been received, most notably from the California Attorney General and the Sacramento Metropolitan Air Quality Management District, that assert that the MEIR contains a thorough analysis of climate change and provides the factual basis for the City to find this impact to be cumulatively considerable and, therefore, significant. The City has carefully reviewed these comments, and has determined that the analysis in the MEIR is sufficient to support a significance determination. The City has, therefore, determined that the greenhouse gas emissions that would be generated by development consistent with the 2030 General Plan would be a cumulatively considerable contribution to global greenhouse gas emissions and to global climate change.

Based on its review and consideration of the MEIR and all evidence presented and testimony received, the City Council finds that global climate change is a significant environmental impact, that greenhouse gas emissions from human activity (anthropogenic) contribute cumulatively to global climate change, and that the greenhouse gas emissions from development under the 2030 General Plan will result in a cumulatively considerable contribution to that impact:

1. Build-out of the 2030 General Plan would produce greenhouse gas emission levels that will exceed pre-project levels by a substantial margin. Although a precise numerical threshold or consistent methodology is not yet available, it is known that the population and employment increases and associated development anticipated under the 2030 General Plan are substantial, compared to the existing (2005) baseline. That growth

would likely increase the amount of greenhouse gas emissions considerably beyond what was established in the 2005 greenhouse gas emissions baseline in the MEIR.

2. All anthropogenic greenhouse gas emissions are already contributing to global climate change, as demonstrated in numerous scientific reports (e.g. the Fourth Assessment Report (2007) from the Intergovernmental Panel on Climate Change, or IPCC). Numerous experts on the subject of climate change have issued warnings that inaction will result in serious consequences to our economy, environment, and social well-being. And finally, State law (AB 32) will soon be implemented to require all sectors of the economy, including local and regional governments, to help achieve statewide reductions in greenhouse gas emissions to 1990 levels by 2020.

3. While it is not possible to quantify how localized quantities of greenhouse gas emissions contribute to global climate change, it also cannot be determined, to a reasonable degree of certainty, that build-out under the 2030 General Plan will not result in a cumulatively considerable incremental contribution to the significant cumulative environmental impact of global climate change.

4. Therefore, the 2030 General Plan's greenhouse gas emissions are cumulatively considerable and significant, given the substantial evidence that the cumulative contribution of all known anthropogenic greenhouse gas emissions are contributing to (if not directly causing) the global problem of climate change.

5. The MEIR contains a thorough analysis of greenhouse gas emissions and global climate change and the projected incremental contribution of development under the 2030 General Plan to global climate change. No significant new information has been added to the MEIR on this issue since release of the draft MEIR for public comment. The treatment of global climate change in the MEIR afforded the public a meaningful opportunity to comment on this impact, as evidenced by the comments and responses in the final MEIR. The City Council's finding that global climate change is a significant environmental impact, that anthropogenic greenhouse gas emissions contributes cumulatively to global climate change, and that the greenhouse gas emissions from development under the 2030 General Plan will result in a cumulatively considerable contribution to that impact is not a change to the 2030 General Plan or additional information in the MEIR and, therefore, does not require recirculation of the MEIR under Public Resources Code section 21092.1 or CEQA Guidelines section 15088.5.

Consistent with its long standing commitment to address climate change by reducing greenhouse gas emission, the 2030 General Plan undertook to incorporate into its goals, policies, and implementation programs to the extent possible strategies to guide and shape the physical development of the City in a manner that will minimize greenhouse gas emissions and the impact on global climate change. The City Council finds that the goals, policies, and implementation measures in the 2030 General Plan as adopted by the City Council, along with the specific mitigation measures adopted as stated in this Resolution, mitigate to the extent feasible the potential impact of development under the 2030 General Plan on global climate change. A list of these goals, policies, and implementation programs is attached as a part of Exhibit B, the Mitigation Monitoring Program. Key strategies include land use patterns that focus on infill and mixed use development that support public transit and increase opportunities for pedestrians and bicycle use; quality design guidelines and

“complete” neighborhoods and streets to enhance neighborhood livability and the pedestrian experience; “green building” practices including the adoption of a green building rating program and ordinance and the use of recycled construction materials and alternative energy systems; and adaptation to climate change, such as reducing the impacts from the urban heat island effect, managing water use, and increasing flood protection. Specific goals, policies, and programs targeting greenhouse gas reductions commit the City to AB 32 reduction targets, preparation of a greenhouse gas emissions inventory for existing land uses and 2030 General Plan build-out, reductions in greenhouse gas emission from new development, and adoption of a climate action and adaptation plan by 2010 with on-going monitoring and reporting. Also of note are the effects of the 2030 General Plan promoting denser urban development within the current City territorial limits to accommodate population growth, which will reduce growth pressures and sprawl in outlying areas. While total greenhouse gas emissions within the General Plan policy area may increase over time due to growth in population in the region, this increase is less than what would have occurred if the 2030 General Plan were not adopted and development of more land in outlying areas was permitted under the current 1988 General Plan. Adoption of the 2030 General Plan will put these key strategies in place immediately and begin to shape development as well as the activities of day-to-day living and move the City and the region toward a more sustainable future.

Because the actual effectiveness of all the feasible policies and programs included in the 2030 General Plan that avoid, minimize, or reduce greenhouse gas emissions is unknown, the City Council concludes that the impact remains significant and unavoidable.

As implementation of the 2030 General Plan moves forward, the regulatory environment in California under the State's implementation of AB 32 as noted in the proposed Scoping Plan, issuance of CEQA guidance pursuant to SB 97, significant changes in regional land use and transportation planning pursuant to SB 375, and other initiatives will help the City to refine the City’s approach. Additionally, the Master EIR will be due for recertification by 2014 (assuming certification in early 2009) providing yet another opportunity to revisit and refine the 2030 General Plan and incorporate new information and pending guidance from the State.

The City Council determines that the Project and its benefits outweigh its potential significant effects, to the extent that they are known, on climate change as stated in the Statement of Overriding Considerations.

E. Findings Related to the Relationship Between Local Short-term Uses of the Environment and Maintenance and Enhancement of Long-term Productivity.

Based on the EIR and the entire record before the City Council, the City Council makes the following findings with respect to the project’s balancing of local short term uses of the environment and the maintenance of long term productivity:

1. As the project is implemented, certain impacts would occur on a short-term level. Such short-term impacts are discussed above. Where feasible, measures have been incorporated in the project to mitigate these potential impacts.

2. The project would result in the long-term commitment of resources to develop and operate the project including water, natural gas, fossil fuels, and electricity. The long-term implementation of the project would provide economic benefits to the City. The project would encourage infill development within the existing urban area and not contribute to urban sprawl. Notwithstanding the foregoing, some long-term impacts would result.

Although there are short-term and long-term adverse impacts from the project, the short-term and long-term benefits of the project justify implementation.

F. Project Alternatives.

The City Council has considered the Project alternatives presented and analyzed in the final MEIR and presented during the comment period and public hearing process. Some of these alternatives may have the potential to avoid or reduce certain significant or potentially significant environmental impacts, as set forth below. The City Council finds, based on specific economic, legal, social, technological, or other considerations, that these alternatives are infeasible. Each alternative and the facts supporting the finding of infeasibility of each alternative are set forth below.

1. Alternatives Considered and Dismissed from Further Consideration

Less Dense Development. If the City were to develop the Policy Area with less dense development, or enlarge the size of the Policy Area, it is likely that population, dwelling units, and employment opportunities would locate outward from the downtown area. As a result, development could be pushed to surrounding areas including the Natomas Joint Vision Area (NJVA), unincorporated Sacramento County, and surrounding suburbs to the east. This alternative was rejected because the environmental impacts would be greater than under the proposed 2030 General Plan. It is anticipated that there would be increased traffic, air emissions (including greenhouse gas emissions) and noise impacts attributed to longer commutes and increased regional traffic congestion. It is also anticipated that transit would not be as readily accessible in outlying areas contributing to increased auto dependency.

Accommodation of development in the NJVA under this alternative would result in the potential loss of agricultural land, loss of critical plant and wildlife habitat, increased exposure to flood hazards, and loss of open space. This alternative could necessitate modification of the existing Natomas Basin Habitat Conservation Plan (HCP) or preparation of a new HCP. Such processes are lengthy and complex, and require close coordination among a multitude of local, state and federal agencies, as well as special interest groups. There would also be an increased demand for public services and utilities to be delivered to outlying areas where limited (if any) infrastructure exists with less dense development responsible to primarily finance that infrastructure. Infrastructure costs associated with providing interior drainage for flood protection in the NJVA could be substantial. Therefore, the Less Dense Development alternative was rejected from further consideration.

Growth Limited by Water Supply. This alternative responds to the potential for significant impacts related to water demands in excess of the infrastructure delivery capacity. By 2030, it is anticipated that a water diversion shortage would occur without a new Sacramento River diversion and water treatment plant (WTP), based on the estimated

maximum day water demand. This alternative would allow only enough growth that could be accommodated under current water supplies, without a new Sacramento River diversion and WTP, or alternate water supply. The existing facilities can accommodate over 23 percent of projected demand. This alternative would significantly reduce the availability of water supply available in the city when compared to the 2030 General Plan. No development beyond the existing city limits, including Panhandle, and Camino Norte, would occur (the Greenbriar project was recently approved by the City and annexation was approved by both the City and LAFCO). However, it is anticipated that in the near future the City would construct a new Sacramento River diversion and WTP or exercise other water rights so that the City and surrounding jurisdictions would be adequately served. Although there currently is not a timeline for these infrastructure improvements to occur, the City has indicated that adequate water would be available to serve the city's population and has proposed policies in the 2030 General Plan to address this concern. Therefore, water supply issues would not limit the city's growth and this alternative was dismissed from further consideration.

Higher Density. This alternative would implement a higher density alternative, much like the SACOG Blueprint Alternative D. This alternative would result in higher densities throughout the city than are proposed under the 2030 General Plan. This alternative was thoroughly analyzed as part of the Blueprint process and through this process it was determined that, due to the intense densification of the city, especially in the core areas (e.g., Central City), the resulting high population growth would result in impacts on quality of life, as well as other impacts. It was determined this alternative would result in greater impacts than the proposed 2030 General Plan; therefore, this alternative was not considered for further analysis.

Expanded City Limits. This alternative would assume the same number of dwelling units and jobs as under the 2030 General Plan, but extend the city limits beyond the existing city boundary to the north and east (beyond the Policy Area boundary). The Sacramento River and the city of West Sacramento limit development to the west and the city of Elk Grove limit development to the south. This alternative would reduce development densities throughout the city and spread it over a larger area. However, the City is not currently considering annexation of lands beyond the existing city limits except for the recently annexed Greenbriar site, the Panhandle area, and the Camino Norte area. This alternative would result in a greater conversion of undeveloped land, which includes agricultural land, and would result in the loss of more biological and cultural resources as well as the potential for increased hazards associated with flooding, air emissions (including greenhouse gas), and regional traffic congestion than the proposed Sacramento 2030 General Plan; therefore, this alternative was not considered for further analysis.

2. Summary of Alternatives Considered

<u>No Project/1988 General Plan Alternative</u>

Under this alternative, development under the proposed Sacramento 2030 General Plan would not occur. Development would be guided by continued implementation of the existing General Plan. Under the No Project/1988 General Plan Alternative, the Policy Area would be developed consistent with currently allowable land uses and development

intensities. It is assumed that the existing General Plan policies would remain in place under this alternative. Development under this alternative would result in more suburban development, with residential units and employment sources located further from downtown. However, the population generated by the existing General Plan would result in approximately 110,000 fewer residents than the proposed Sacramento 2030 General Plan (based on SACOG projections).

Facts in Support of Finding of Infeasibility

The No Project/1988 General Plan Alternative would not focus growth within the city. This alternative would result in similar significant impacts as the proposed project and would not meet the project objectives.

SACOG Blueprint Preferred Scenario Alternative

This alternative would follow the principles of the SACOG Blueprint Preferred Scenario and implement the recommended land uses and land use densities within and immediately north and east of the city limits. Development would extend beyond the current city limits and into the NJVA and eastern portions of the unincorporated county. Development assumptions for population, housing, and jobs would be less under this alternative than under the proposed project.

Facts in Support of Finding of Infeasibility

The SACOG Blueprint Preferred Scenario Alternative would include development of the approximately 25,000-acre NJVA as well as areas to the east, which is not envisioned for development in the proposed 2030 General Plan; therefore, the physical disturbance would be greater than that of the proposed plan. Consequently, impacts related to footprint, including agricultural resources, biological resources, cultural resources, and hazards related to location (e.g., flooding and existing hazardous materials), would be more severe under this alternative. These impacts would be significant and unavoidable, like the proposed project, even with implementation of mitigation identified for the proposed project. Although the SACOG Blueprint Preferred Scenario Alternative would be generally consistent with the project objectives, a much greater physical area would be disturbed, resulting in more and greater significant and unavoidable impacts.

Reduced Footprint Alternative

Under this alternative, the Policy Area would be limited to that of the existing General Plan boundaries, with the development intensity being equal to that of the proposed Sacramento 2030 General Plan. Areas that would not be developed under this alternative include the Camino Norte area. This alternative has been identified as the environmentally superior alternative (next to the No Project/1988 General Plan Alternative), because it would reduce impacts on biological resources, cultural resources, and hazards related to location. Because there are a limited number of undeveloped areas available for development remaining in the existing city limits, those remaining areas would have to be developed more densely than is anticipated in the proposed 2030 General Plan. In addition, because the increase in density in currently undeveloped areas could not accommodate the growth planned in the proposed 2030 General Plan, a substantial amount of redevelopment would

have to occur in the city to maximize density on underutilized parcels.

Facts in Support of Finding of Infeasibility

Because the increase in density in currently undeveloped areas could not accommodate the growth planned in the proposed 2030 General Plan, a substantial amount of redevelopment would have to occur in the city to maximize density on underutilized parcels. Although reinvestment in currently underutilized parcels is a key aspect to achieving the project's objectives, it is anticipated that the amount of redevelopment required to make this alternative work would be impossible to achieve.

G. Findings Regarding MEIR Errata and Recirculation.

Errata No. 1, dated November 5, 2008, identified revisions to text in the Final EIR regarding General Plan changes. In some cases the revisions to the General Plan text reduced the significance conclusion of identified impacts to less than significant, and in other cases the impact remained significant and unavoidable. In Errata No. 2, dated February 26, 2009, the policy regarding single noise events has been revised, technical changes are made in the Transportation and Circulation section, and minor changes in text regarding Camino Norte and the figure identifying the City's Permit Area in the Natomas Basin HCP have been set forth.

Errata No. 2 also includes a discussion that confirms a significance conclusion regarding climate change. The climate change discussion and conclusion is based on the discussion of climate change and greenhouse gas emissions in the Draft MEIR and Final MEIR, and does not identify any new impact not fully discussed in the previous documents.

The City Council finds that the changes identified in the two Errata do not identify any new impacts or identify any substantial increase in the severity of an environmental impact that would not be reduced to a less-than-significant level through mitigation, nor would the revised mitigation measures result in new significant environmental impacts (CEQA Guidelines, Sections 15088.5(a)(1) and 15088.5(a)(2)). Instead, the revised mitigation measures clarify and strengthen the effectiveness of the mitigation measures to help further reduce or avoid an impact. Because no new unmitigated impacts have been identified or created by the revised mitigation, the EIR is not changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project (CEQA Guidelines section 15088.5(a)(4)). The revisions to the EIR's mitigation measures represent improvements to the analysis and mitigation of impacts and do not require recirculation of the EIR.

H. Statement of Overriding Considerations:

Pursuant to CEQA Guidelines section 15092, the City Council finds that in approving the Project it has eliminated or substantially lessened all significant and potentially significant effects of the Project on the environment where feasible, as shown in the MEIR and described in these Findings. The City Council further finds that it has balanced the economic, legal, social, technological, and other benefits of the Project against the

remaining unavoidable environmental risks in determining whether to approve the Project and has determined that those benefits outweigh the unavoidable environmental risks and that those risks are acceptable. The City Council makes this statement of overriding considerations in accordance with section 15093 of the Guidelines in support of approval of the Project.

In the City Council's judgment, the Project and its benefits outweigh its unavoidable significant effects. The following statement identifies the reasons why, in the City Council's judgment, the benefits of the project as approved outweigh its unavoidable significant effects.

Any one of the stated reasons is sufficient to justify approval of the project. Thus, even if a court were to conclude that not every reason set forth in this Statement is supported by substantial evidence, the City Council finds that any individual reason is separately sufficient. This Statement is supported by the substantial evidence set forth in the Draft MEIR, Final MEIR, Errata No. 1 and No. 2, the Findings set forth above, and in the documents contained in the administrative record referenced above.

1. The Project is a long range planning document that preserves and enhances Sacramento's quality of life and character as a city with diverse residential neighborhoods, an extensive urban forest, and role as the center of California's governance.

2. The Project includes goals and policies designed to encourage future growth in the city inward into existing urbanized and underutilized areas and the central business district to foster infill development, as well as encourage density of development and integration of housing with commercial, office, and entertainment uses that fosters increased walking and reduced automobile use.

3. The Project incorporates smart growth principles to encourage more responsible development.

4. The Project includes a variety of goals, policies, and implementation programs that continue the City's ongoing commitment to reduce carbon emissions that contribute to global warming, both in its municipal operations and regionally. These goals, policies, and implementation programs call for the development and annual update of a greenhouse gas emissions inventory and climate action plan, the implementation of "green" building practices, use of solar energy systems, and developing a land use pattern that supports walking, biking, and public transit. The 2030 General Plan is intended to ensure that the City comes into and remains in compliance with the directives of Assembly Bill 32, California Global Warming Solutions Act of 2006, as that law is implemented by the California Air Resources Board over time. The 2030 General Plan will also position the City favorably to conform to the sustainable communities strategies to be developed pursuant to SB 375. Adoption of the 2030 General Plan will put these key strategies in place immediately to move the City and the region toward a more sustainable future.

5. The Project includes a land use plan and specific goals and policies that support a diversity of business and employment opportunities by retaining existing businesses along

with goals to attract new businesses; maintain and expand recreational, arts, and cultural facilities; and nurture diverse community events and celebrations.

6. The Project includes a land use diagram that preserves and enhances land use patterns and densities that foster pedestrian and bicycle use and recreation through expanded parklands, sports, and athletic programming as well as provide incentives for expanding the availability of organic foods, and protecting residents from crime and natural or terrorist acts.

7. The Project includes goals and policies that accommodate future growth within the city, that protect important environmental resources, and that ensure long-term economic sustainability and health, equity, and social well being for the entire community.

8. The City Council has considered these benefits and considerations and has considered the potentially significant unavoidable environmental effects of the Project. The City Council has determined that the economic, legal, social, technological and other benefits of the Project outweigh the identified impacts. The City Council has determined that the project benefits set forth above override the significant and unavoidable environmental costs associated with the project.

9. The City Council adopts the mitigation measures in the final Mitigation Monitoring and Reporting Program, incorporated by reference into these Findings, and finds that any residual or remaining effects on the environment resulting from the Project, identified as significant and unavoidable in the Findings of Fact, are acceptable due to the benefits set forth in this Statement of Overriding Considerations. The City Council makes this statement of overriding considerations in accordance with section15093 of the CEQA Guidelines in support of approval of the project.

INTRODUCTION

The California Environmental Quality Act (CEQA) requires the City to adopt a program for monitoring or reporting on the revisions it makes to a project and measures it adopts to mitigate or avoid significant environmental effects, to ensure that the project revisions and adopted measures are implemented. This Mitigation Monitoring Plan (MMP) is designed to aid the City of Sacramento in its monitoring of the revisions it has made to, and measures it has adopted for, the Sacramento 2030 General Plan to mitigate or avoid significant environmental effects.

MITIGATION MEASURES

The mitigation measures in the Mitigation Monitoring Plan (Table 5-1) are taken from the 2030 General Plan Master Environmental Impact Report (MEIR) and are assigned the same number they have in the MEIR. The MMP describes the actions that must take place to implement each specific mitigation measure that is not incorporated into the 2030 General Plan, the timing of those specific actions, and the entities responsible for implementing and monitoring the actions.

The MEIR identifies the policies and implementation programs contained in the 2030 General Plan that operate to avoid or lessen the environmental impacts of cumulative development of the General Plan Policy Area in each impact category. Where the MEIR proposes revised or additional policies or implementation programs be added to the General Plan to mitigate the impacts that were identified in the analysis, these revisions and additions will be incorporated into the 2030 General Plan upon its adoption. The Implementation Programs described in Part 4 of the General Plan identify specific actions to be taken to implement some of the policies, and assign a responsible party and timeframe by which the programs are to be completed. Other policies will be implemented as part of the City's ongoing regulatory and development review process and, therefore, a specific timeframe for completion has not been identified. The General Plan policies and programs that operate to avoid or lessen environmental impacts as identified in the MEIR are considered mitigation measures and will be monitored as described here.

Finally, several 2030 General Plan policies and implementation programs operate to reduce the proposed project's cumulative contribution to climate change impacts. As noted above, these policies and programs are considered feasible mitigation measures and are attached to the Mitigation Monitoring Plan for ease of reference. For each policy and/or program identified, the responsible parties and timing of implementation are identified in Part 4 of the General Plan, where applicable. For those policies or programs that are implemented as part of the City's ongoing regulatory and development review process, no specific timeframe has been identified.

MMP COMPONENTS

The components of each monitoring form are addressed briefly, below.

Impact: This column summarizes the impact stated in the Draft MEIR.

Mitigation Measure: All mitigation measures that were identified in the 2030 General Plan MEIR are presented, and numbered accordingly.

Action: For every mitigation measure, one or more actions are described. These are the center of the MMP, as they delineate the means by which MEIR measures will be implemented, and, in some instances, the criteria for determining whether a measure has been successfully implemented. Where mitigation measures are particularly detailed, the action may refer back to the measure.

Implementing Party: This item identifies the entity that will undertake the required action.

Timing: Each action must take place prior to the time at which a threshold could be exceeded. Implementation of the action must occur prior to or during some part of approval, project design or construction or on an ongoing basis. The timing for each measure is identified.

Monitoring Party: The City of Sacramento is responsible for ensuring that mitigation measures are successfully implemented. Within the city, a number of departments and divisions would have responsibility for monitoring some aspect of the overall project.

TABLE 5-1

SACRAMENTO 2030 GENERAL PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
6.11 Public Utilities					
6.11-2 Implementation of the proposed 2030 General Plan would result in an increase in demand for potable water in excess of the City's existing diversion and treatment capacity, and could require the construction of new water supply facilities.	6.11-2 a) Implement Diversion and WTP as cost-sharing partner in Sacramento River Water Reliability Study. The City shall agree to a cost-sharing partnership for the construction and operation of a second Sacramento River diversion and WTP to divert and treat water which could result, at a minimum, in the following potentially significant environmental impacts associated with the construction and operation. This project is currently being analyzed under a separate EIR/EIS: ○ Exposure of soils to erosion and loss of topsoil during construction; ○ Surface water quality degradation; Destruction or disturbance of subsurface archeological or paleontological resources; ○ Construction-related air emissions; ○ Construction and operations-related noise impacts; ○ Visual and/or light and glare impacts; ○ Loss of protected species and degradation or loss of their habitats; ○ Conversion of existing agricultural lands or resources; ○ Degradation of fisheries habitat and other instream impacts above and downstream of diversion ; and ○ Exposure to pre-existing listed and unknown hazardous materials contamination.	Implement Diversion and WTP as cost-sharing partner in Sacramento River Water Reliability Study as described in Mitigation Measure 6.11-2(a); or implement a City of Sacramento-Only Sacramento River Diversion and WTP as described in Mitigation Measure 6.11-2(b).	City of Sacramento.	After implementation of the 2030 General Plan but prior to exceeding demand for current water supplies.	City of Sacramento Development Services Department.

TABLE 5-1

SACRAMENTO 2030 GENERAL PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	Mitigation measures would need to be developed to reduce any potentially significant impacts to less-than-significant levels, to the extent feasible. The following are illustrative of the types of mitigation measures that could be implemented to avoid or reduce those impacts listed above to less-than-significant levels: ○ Reduction in operational and construction air emissions as required by SMAQMD; ○ Avoidance of surface water pollution through control of on-site stormwater flows, protection of top soils or stock piles from wind and water erosion, and implementation of related BMPs; ○ Minimization of operational and construction noise through the use of noise attenuation measures; ○ Avoidance and/or implementation of appropriate measures to restore, create, preserve or otherwise compensate for effects to biological resources; ○ Avoidance of effects to buried cultural resources through investigation and pre-testing, and/or on-site archaeological monitoring and implementation of appropriate steps if cultural resources are discovered during earth moving activities; ○ Avoidance of hazardous materials effects through appropriate investigation and remediation of any on-site hazards; and ○ Avoidance, preservation or other appropriate compensation for loss of or adverse effects to important farmlands.				

TABLE 5-1

SACRAMENTO 2030 GENERAL PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	OR b) Implement a City of Sacramento-Only Sacramento River Diversion and WTP. The City shall be solely responsible for the construction and operation of a second Sacramento River diversion and WTP to divert and treat water. This would be a separate project that would require its own environmental review, in addition to compliance with all applicable regulatory requirements. The construction and operation of this facility to divert and treat water, although having a smaller capacity than the regional facility, would have the same potentially significant environmental impacts as discussed above, and would entail the same types of mitigation measures, discussed above. The City would be the lead agency if this option were selected.		City of Sacramento.	After implementation of the 2030 General Plan but prior to exceeding demand for current water supplies.	City of Sacramento Development Services Department.
6.13 Urban Design and Visual Resources					
6.13-1 Implementation of the proposed 2030 General Plan could cast glare in such a way as to cause a public hazard or annoyance for a sustained period of time.	6.13-1 City shall amend the Zoning Code to prohibit new development from: 1) using reflective glass that exceeds 50 percent of any building surface and on the ground three floors; 2) using mirrored glass; 3) using black glass that exceeds 25 percent of any surface of a building; and 4) using metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building.	Amend the Zoning Code in accordance with Mitigation Measure 6.13-1 to prohibit new development from casting hazardous and/or annoying glare.	City of Sacramento.	Prior to implementation of the 2030 General Plan.	City of Sacramento Development Services Department.

TABLE 5-1

SACRAMENTO 2030 GENERAL PLAN MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
6.13-3 Implementation of the proposed 2030 General Plan, in combination with other projects in the county and West Sacramento, could cast glare in such a way as to cause public hazard or annoyance for a sustained period of time.	6.13-3 Implement Mitigation Measure 6.13-1.	See Mitigation Measure 6.13-1.			

2030 General Plan – Policies and Implementation Measures that Mitigate Climate Change

GOALS/POLICIES	IMPLEMENTATION MEASURES
Element: Land Use and Urban Form	
LU 1.1.1 Regional Leadership. The City shall be the regional leader in sustainable development and encourage compact, higher-density development that conserves land resources, protects habitat, supports transit, reduces vehicle trips, improves air quality, conserves energy and water, and diversifies Sacramento's housing stock. *(RDR)*	
LU 1.1.4 Leading Infill Growth. The City shall facilitate infill development through active leadership and the strategic provision of infrastructure and services and supporting land uses. *(MPSP)*	
LU 1.1.5 Infill Development. The City shall promote and provide incentives (e.g., focused infill planning, zoning/rezoning, revised regulations, provision of infrastructure) for infill development, redevelopment, mining reuse, and growth in existing urbanized areas to enhance community character, optimize City investments in infrastructure and community facilities, support increased transit use, promote pedestrian- and bicycle-friendly neighborhoods, increase housing diversity, ensure integrity of historic districts, and enhance retail viability. *(RDR/MPSP)*	**Table 4-2, #2.** The City shall prepare a comprehensive update of the Infill Strategy, including integration of the city's Commercial Corridor Revitalization Strategy into the Infill Strategy, to address obstacles to development in target infill areas, commercial corridors, and key opportunity sites. *(MPSP)* **Table 4-2, #3.** The City shall submit an annual report to the City Council that evaluates implementation of the Infill Strategy. *(PI)* **Table 4-2, #4.** The City shall review and update the Infill Strategy every 5 years. *(MPSP)*
LU 1.1.9 Balancing Infill and New Growth. The City shall maintain a balanced growth management approach by encouraging infill development within the existing Policy Area where City services are in place, and by phasing city expansion into Special Study Areas where appropriate. *(MPSP/RDR)*	
Goal 1.2 **Sustainable Sacramento Strategy.** Support statewide and regional efforts to reduce greenhouse gas emissions, fund transportation improvements, and meet housing needs.	

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GOALS/POLICIES	IMPLEMENTATION MEASURES
Element: Land Use and Urban Form	
LU 1.2.1 Regional Coordination. The City shall work with SACOG to develop and periodically update the Sustainable Communities Strategy or Alternative Planning Strategy as part of the Regional Transportation Planning process.	
LU 1.2.2 Sustainable Sacramento Strategy. The City shall review SACOG's Regional Transportation Plan, including the Sustainable Communities Strategy or Alternative Planning Strategy , each time it reviews and updates the General Plan and any master plan, strategy, and zoning, to ensure overall consistency among all of these plans and strategies and allow for CEQA streamlining and eligibility for State transportation funding.	**New Implementation Measure:** The City shall prepare guidelines that describe the City's process for qualifying for CEQA streamlining for residential mixed-use projects and "Transportation Priority Projects" as provided under State law.
LU 1.2.3 Streamlined Development. The City shall work with SACOG to ensure that the cumulative impacts of any Regional Transportation Plan are analyzed pursuant to CEQA so that applicable projects may benefit from CEQA streamlining (e.g., full exemption, Sustainable Communities Environmental Assessment, or traffic mitigation) as provided by State law.	
LU 2.1.2 Protect Established Neighborhoods. The City shall preserve, protect, and enhance established neighborhoods by providing sensitive transitions between these neighborhoods and adjoining areas, and requiring new development, both private and public, to respect and respond to those existing physical characteristics buildings, streetscapes, open spaces, and urban form that contribute to the overall character and livability of the neighborhood. *(RDR)*	

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GOALS/POLICIES	**IMPLEMENTATION MEASURES**
Element: Land Use and Urban Form	
LU 2.1.3 Complete and Well-Structured Neighborhoods. The City shall promote the design of complete and well structured neighborhoods whose physical layout and land use mix promote walking to services, biking, and transit use; foster community pride; enhance neighborhood identity; ensure public safety; are family-friendly and address the needs of all ages and abilities. *(RDR)*	
LU 2.1.4 Neighborhood Centers. The City shall promote the development of strategically located (e.g., accessible to surrounding neighborhoods) mixed-use neighborhood centers that accommodate local-serving commercial, employment, and entertainment uses; provide diverse housing opportunities; are within walking distance of surrounding residents; and are efficiently served by transit. *(RDR)*	
LU 2.1.5 Neighborhood Enhancement. The City shall promote infill development, redevelopment, rehabilitation, and reuse efforts that contribute positively (e.g., architectural design) to existing neighborhoods and surrounding areas. *(RDR)*	
GOAL LU 2.3 **City of Trees and Open Spaces.** Maintain multi-functional "green infrastructure" consisting of natural areas, open space, urban forest, and parkland, which serves as a defining physical feature of Sacramento, provides visitors and residents with access to open space and recreation, and is designed for environmental sustainability.	
LU 2.3.1 Multi-functional Green Infrastructure. The City shall strive to create a comprehensive and integrated system of parks, open space, and urban forests that frames and complements the city's urbanized areas. *(MPSP)*	

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GOALS/POLICIES	IMPLEMENTATION MEASURES
Element: Land Use and Urban Form	
LU 2.4.2 Responsiveness to Context. The City shall require building design that respects and responds to the local context, including use of local materials where feasible, responsiveness to Sacramento's climate, and consideration of cultural and historic context of Sacramento's neighborhoods and centers. *(RDR)*	
LU 2.5.1 Connected Neighborhoods, Corridors, and Centers. The City shall require that new development, both infill and greenfield, maximizes connections and minimizes barriers between neighborhoods corridors, and centers within the city. *(RDR)*	
GOAL LU 2.5 **City Connected and Accessible.** Promote the development of an urban pattern of well-connected, integrated, and accessible neighborhoods corridors, and centers.	
LU 2.5.2 Overcoming Barriers to Accessibility. The City shall strive to remove and minimize the effect of natural and manmade barriers to accessibility between and within existing neighborhoods corridors, and centers. *(MPSP/RDR)*	
GOAL LU 2.6 **City Sustained and Renewed.** Promote sustainable development and land use practices in both new development and redevelopment that provide for the transformation of Sacramento into a sustainable urban city while preserving choices (e.g., where to live, work, and recreate) for future generations.	

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GOALS/POLICIES	IMPLEMENTATION MEASURES
Element: Land Use and Urban Form	
LU 2.6.1 Sustainable Development Patterns. The City shall promote compact development patterns, mixed use and higher development intensities that use land efficiently; reduce pollution and automobile dependence and the expenditure of energy and other resources; and facilitate walking, bicycling, and transit use. *(RDR)*	**Table 4-2 #7.** The City shall develop and implement a green neighborhood design checklist to evaluate large-scale residential development in new growth areas. The checklist will incorporate principles that support healthy sustainable neighborhoods (e.g., Healthy Development Checklist and green rating programs such as LEED for Neighborhood Development). Compliance with the checklist would qualify the development for incentives such as reduced fees, expedited entitlement and permit processing, and density bonuses for new construction. *(RDR/MPSP)*
LU 2.6.2 Redevelopment and Revitalization Strategies. The City shall employ a range of strategies to promote revitalization of distressed, under-utilized, and/or transitioning areas, including: Targeted public investments Development incentives Redevelopment assistance Public-private partnerships Revised development regulations and entitlement procedures Implementation of City- or SHRA-sponsored studies and master plans *(MPSP/RDR/FB/JP)*	
LU 2.6.3 Sustainable Building Practices. The City shall promote and, where appropriate require sustainable building practices that incorporate a "whole systems approach to designing and constructing buildings that consume less energy, water and other resources, facilitate natural ventilation, use daylight effectively, and are healthy, safe, comfortable, and durable. *(RDR)*	**Table 4-7 #9.** Green Building Rating Program. The City shall, develop, adopt, and maintain a green building rating program and ordinance (e.g., LEED/GreenPoint Rated) which will establish green building standards for private residential and commercial development, provide incentives such as reduced fees, expedited entitlement processing, and density bonuses, and establish a mandatory compliance phase-in period as determined to be feasible, effective, and appropriate. If feasible, the City shall adopt its ordinance in concert with its regional partners. (RDR/MPSP)
LU 2.6.4 Existing Structure Reuse. The City shall encourage the retention of existing structures and promote their adaptive reuse and renovation with green building technologies to retain the structures embodied energy, make it more energy efficient, and limit the generation of waste. *(RDR)*	

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GOALS/POLICIES	IMPLEMENTATION MEASURES
Element: Land Use and Urban Form	
LU 2.6.5 Green Building Retrofit. The City shall promote the retrofitting of existing structures with green building technologies /practices and encourage structures being renovated to be built to a green building standard such as Leadership in Energy and Environmental Design (LEED). *(RDR)*	**Table 4-7, #11.** The City shall review, update and enforce its existing Residential Energy Conservation Ordinance (RECO) on Title 15.76 of the City Code to be consistent with the targets and programs established in the City's Green Building Program, Climate Action Plan, and other related programs or policies. *(PSR)*
LU 2.6.6 Heat Island Effect. The City shall reduce the "heat island effect" by promoting and requiring where appropriate, such features as reflective roofing, green roofs, light-colored pavement, and urban shade trees and by reducing the unshaded extent of parking lots. *(RDR)*	**Table 4-2, #14.** The City shall amend the Sacramento Code to establish additional standards including cool roofing, green roofs, light colored pavement, and other measures, to minimize the heat island effect. Such standards shall be incorporated into the City's Green Building Program and Climate Action Plan, as appropriate." *(RDR)*
LU 2.7.7 Buildings that Engage the Street. The City shall require buildings to be oriented to and actively engage and complete the public realm through such features as building orientation, build-to and setback lines, façade articulation, ground-floor transparency, and location of parking. *(RDR)*	
LU 2.7.6 Walkable Blocks. The City shall require new development and redevelopment projects to create walkable, pedestrian scaled blocks, publicly accessible mid-block and alley pedestrian routes where appropriate, and sidewalks appropriately scaled for the anticipated pedestrian use. *(RDR)*	
LU 2.8.1 Equitable Distribution of Uses and Amenities. The City shall strive to ensure that that desirable uses and neighborhood amenities are distributed equitably throughout the city. *(RDR/MSPS)*	
LU 2.8.5 Jobs Housing Balance. The City shall encourage a balance between job type, the workforce, and housing development to reduce the negative impacts of long commutes and provide a range of employment opportunities for all city residents. *(RDR/MPSP)*	

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GOALS/POLICIES	IMPLEMENTATION MEASURES
Element: Land Use and Urban Form	
LU 4.1.1 Mixed-use Neighborhoods. The City shall require neighborhood design that incorporates a compatible and complementary mix of residential and nonresidential (e.g., retail, parks, schools) uses that address the basic daily needs of residents and employees. *(RDR)*	
LU 4.1.2 Neighborhood Amenities. The City shall encourage appropriately scaled community-supportive facilities and services within all neighborhoods to enhance neighborhood identity and provide convenient access within walking and biking distance of city residents. *(RDR/MPSP)*	
LU 4.1.3 Walkable Neighborhoods. The City shall require the design and development of neighborhoods that are pedestrian friendly, and include features such as short blocks, broad sidewalks (e.g., lighting, landscaping, adequate width), tree-shaded streets, buildings that define and are oriented to adjacent streets and public spaces, limited driveway curb cuts, paseos and pedestrian lanes, alleys, traffic-calming features, convenient pedestrian street crossings and access to transit. *(RDR/MPSP)*	
LU 4.1.5 Connecting Key Destinations. The City shall promote better connections by all travel modes between residential neighborhoods and key commercial, cultural, recreational, and other community-supportive destinations for all travel modes. *(RDR/MPSP)*	
LU 4.1.7 Connections to Open Space. The City shall ensure that new and existing neighborhoods contain a diverse mix of parks and open spaces that are connected by trails, bikeways, and other open space networks and are within easy walking distance of residents. *(RDR/MPSP)*	

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LU 4.1.8 Neighborhood Street Trees. The City shall encourage the strategic selection of street tree species to enhance neighborhood character and identity and preserve the health and diversity of the urban forest. *(RDR/MPSP)*	
LU 4.1.10 Balanced Neighborhoods. The City shall require new major residential development to provide a balanced housing mix that includes a range of housing types and densities. *(RDR)*	
GOAL LU 4.2 **Suburban Neighborhoods.** Encourage the creation of more complete and well-designed suburban neighborhoods that provide a variety of housing choices and mix of uses that encourage walking and biking.	
Policies **LU 4.2.1 Enhanced Walking and Biking.** The City shall pursue opportunities to promote walking and biking in existing suburban neighborhoods through improvements such as: Introducing new pedestrian and bicycle connections Adding bike lanes and designating and signing bike routes Narrowing streets where they are overly wide Introducing planting strips and street trees between the curb and sidewalk Introducing traffic circles, speed humps, traffic tables, and other appropriate	

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Element: Land Use and Urban Form	
LU 4.2.2 Enhanced Urban Forest. The City shall pursue opportunities to enhance the urban forest in existing suburban neighborhoods by undertaking neighborhood street tree planting programs that introduce more trees into the public right-of-way, rather than depending on trees in private yards. Potential strategies include the following: Introducing new planting strips and street trees between the curb and sidewalk Creating tree wells in existing sidewalks Adding trees in new curb extensions and traffic circles Adding trees to public parks and greenways *(MPSP/ SO)* • Introducing new planting strips and street trees between the curb and sidewalk • Creating tree wells in existing sidewalks • Adding trees in new curb extensions and traffic circles • Adding trees to public parks and greenways *(MPSP/ SO)*	
LU 4.2.3 Suburban Infill and Secondary Units. The City shall continue to support efforts to provide more varied housing opportunities in existing suburban neighborhoods through infill and intensification on existing available sites, and by allowing secondary units on single-family lots, and implementing deep lot provisions that allow for additional development on excessively large lots. *(RDR)*	
LU 4.3.2: Replacement of Non-Conforming Densities in Traditional Neighborhoods Densities. The City shall preserve the existing diversity of housing types and densities on each block of Traditional Neighborhoods. Where the density of existing development on a Traditional Neighborhood block does not conform to the standards for Traditional Neighborhoods falls outside the applicable density range of its land use designation, the City shall allow replacement development on the parcel that maintains the same density., deviations from those standards may be allowed if replacement of existing housing units does not result in a net increase or decrease in density on the parcel.	

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Element: Land Use and Urban Form	
New: **Alley Activation Density Bonus in Traditional Neighborhood Medium Density.** Within the Traditional Neighborhood Medium Density designation, development shall be allowed to reach 36 units per acre provided that the following conditions are met: - The parcel is zoned for a maximum density of 36 units per acre. - The development maintains the character of Traditional Neighborhood Medium Density by presenting a façade of Single family homes or duplexes. - The additional units, bringing the total density up to 36 units per acre, are built in the back of the street facing units, and are accessed by the alley. **Corner Duplexes and Halfplexes in Traditional Neighborhood Medium Density.** Within the Traditional Neighborhood Medium Density designation, an exception to the maximum density standard shall be granted for the construction of duplexes and halfplexes on corner parcels of a traditionally scaled block. **Density Regulations for Mixed Density Development Projects.** Where a developer proposes a multi-parcel development project with more than one residential density or FAR, the applicable density or FAR range of the General Plan Land Use Designation shall be applied to the net developable area of the entire project site rather than individual parcels within the site. Some parcels may be zoned for densities/intensities that exceed the maximum allowed density/intensity of the project site's Land Use Designation, provided that the net density of the project as a whole is within the allowed range. **Exceeding Floor Area Ratio.** New development may exceed the maximum FAR if it is determined that the project provides a significant community benefit. Note: A new implementation measure will be added to Part 4 of the General Plan to update the zoning code to identify a process to determine "significant benefit.	

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Element: Land Use and Urban Form	
GOAL LU 4.4 **Urban Neighborhoods.** Promote vibrant, high-density, mixed-use urban neighborhoods with convenient access to employment, shopping, entertainment, civic uses (e.g., school, park, place of assembly, library, or community center), and community-supportive facilities and services.	
LU 4.4.6 Mix of Uses. The City shall encourage the vertical and horizontal integration of a complementary mix of commercial, service and other nonresidential uses that address the needs of families and other household types living in urban neighborhoods. Such uses may include daycare and school facilities, retail and services, and parks, plazas, and open spaces. *(RDR)*	
GOAL LU 4.5 **New Neighborhoods.** Ensure that complete new neighborhoods embody the city's principles of Smart Growth and Sustainability.	
LU 4.5.1 New Growth Neighborhoods. The City shall ensure that new residential growth areas include neighborhoods that maintain a mix of residential types and densities, and that the residential mix will provide appropriate transitional features that integrate the area with adjacent existing neighborhoods and development. *(RDR)*	
LU 4.5.2 Compact Neighborhoods. The City shall require developers to create new residential neighborhoods that are pedestrian and bicycle friendly, are accessible by transit, and make efficient use of land and infrastructure by being compact with higher average densities. *(RDR)*	

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Element: Land Use and Urban Form	
LU 4.5.3 Green Neighborhoods. The City shall encourage new development to build to a green neighborhood rating standard and apply for certification in a green neighborhood system such as LEED-ND (Leadership in Energy and Environmental Design-Neighborhood Development). *(RDR)*	**Table 4-2 #7.** The City shall develop and implement a green neighborhood design checklist to evaluate large-scale residential development in new growth areas. The checklist will incorporate principles that support healthy sustainable neighborhoods (e.g., Healthy Development Checklist and green rating programs such as LEED for Neighborhood Development). Compliance with the checklist would qualify the development for incentives such as reduced fees, expedited entitlement and permit processing, and density bonuses for new construction. *(RDR/MPSP)*
LU 4.5.4 New Neighborhood Core. The City shall require all parts of new neighborhoods be within ½-mile of a central gathering place that is located on a collector or minor arterial and that includes public space, shopping areas, access to transit, and community-supportive facilities and services. *(RDR)*	
LU 4.5.5 Traditional Grid. The City shall require all new neighborhoods to be designed with traditional grid block sizes ranging from 300 to 400 feet in length. *(RDR)*	
LU 4.5.6 Connections to Transit. The City shall require new neighborhoods to include transit stops that connect to and support a citywide transit system and are within a ½- mile walking distance of all dwellings. *(RDR/MPSP)*	
GOAL LU 5.1 **Centers.** Promote the development throughout the city of distinct, well designed mixed-use centers that are efficiently served by transit, provide higher-density, urban housing opportunities and serve as centers of civic, cultural, and economic life for Sacramento's neighborhoods and the region.	

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Element: Land Use and Urban Form	
LU 5.1.1 Diverse Centers. The City shall encourage development of local, citywide, and regional mixed-use centers that address different community needs and market sectors, and complement and are well integrated with the surrounding neighborhoods. *(RDR)*	
LU 5.1.2 Centers Served by Transit. The City shall promote the development of commercial mixed-use centers that are located on existing or planned transit stops in order to facilitate and take advantage of transit service, reduce vehicle trips, and enhance community access. *(RDR)*	
LU 5.1.5 Vertical and Horizontal Mixed-use. The City shall encourage and, where feasible, require the vertical and horizontal integration of uses within commercial centers and mixed-use centers, particularly residential and office uses over ground floor retail. *(RDR)*	
LU 5.2.1 Suburban Centers and Destinations. The City shall provide incentives (e.g., rezoning, density bonuses, or housing by right) to transform existing auto-dominated suburban centers into neighborhood destinations by integrating residential, office, service, and community supportive facilities and services with retail uses and by adding public plazas and pedestrian amenities that will create people-oriented centers for living, working, and gathering. *(RDR)*	
LU 5.2.2 Enhanced Design Character. The City shall encourage renovation, infill, and redevelopment of existing suburban centers that reduces the visual prominence of parking lots, makes the centers more pedestrian friendly, reduces visual clutter associated with signage, and enhances the definition and character of the street frontage and associated streetscape. *(RDR/JP)*	

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Element: Land Use and Urban Form	
LU 5.2.3 Public Space. The City shall work with suburban centers to integrate pedestrian amenities, traffic-calming features, plazas and public areas, attractive streetscapes, shade trees, lighting, and open spaces within the existing center to create destinations for area residents to shop and gather. *(RDR/JP)*	
GOAL LU 5.3 **Traditional Centers.** Promote traditional centers where people can shop and socialize within walking distance of surrounding neighborhoods.	
Policy **LU 5.3.1 Development Standards.** The City shall continue to support development and operation of centers in traditional neighborhoods by providing flexibility in development standards, consistent with public health and safety, in response to constraints inherent in retrofitting older structures and in creating infill development in established neighborhoods. *(RDR)*	
LU 5.4.1 Incorporating Housing and Employment Uses. The City shall promote the introduction of housing and employment uses in the city's existing regional commercial centers as a means of enhancing retail viability, establishing pedestrian-oriented shopping districts, creating more attractive buildings and public spaces, supporting transit viability, and reducing vehicle trips. *(RDR)*	
LU 5.4.2 Enhanced Design Character. The City shall encourage redevelopment of existing regional commercial centers into dynamic mixed-use centers by replacing surface parking with structured parking, replacing parking area drive aisles with pedestrian-friendly shopping streets, infilling parking areas with multi-story mixed-use buildings, and creating attractive, well appointed streetscapes and plazas. *(RDR)*	

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Element: Land Use and Urban Form	
LU 5.4.3 Neighborhood Centers and Destinations. The City shall require greater pedestrian and bicycle connections between mixed-use regional commercial centers and surrounding neighborhoods. *(RDR/MPSP)*	
GOAL LU 5.5 **Urban Centers.** Promote the development of high-density urban centers that are readily accessible by transit and contain a dynamic mix of retail, employment, cultural, and residential uses.	
LU 5.5.1 Urban Centers. The City shall promote the development of a series of urban centers, as designated in the Land Use & Urban Form Diagram that creates significant opportunities for employment, housing, and commercial activity in areas outside of the Central Business District (CBD). *(RDR)*	
LU 5.5.2 Transit-Oriented Development. The City shall actively support and facilitate mixed-use retail, employment, and residential development around existing and future transit stations *(RDR)*	
GOAL LU 6.1 **Corridors.** Support the development of major circulation corridors that balance their vehicular function with a vibrant mix of uses that contribute to meeting local and citywide needs for retail, services, and housing and provide pedestrian-friendly environments that serve as gathering places for adjacent neighborhoods.	
LU 6.1.1 Mixed-use Corridors. The City shall create or improve mixed-use corridors by requiring compact development patterns that are oriented to and frame the street, establish a safe and comfortable environment for walking, and avoid encroachment upon adjacent residential areas. *(RDR)*	

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Element: Land Use and Urban Form	
LU 6.1.2 Transformed Corridors. The City shall facilitate the transformation of major thoroughfares dominated by auto-oriented strip commercial uses to include a broader mix of uses, both horizontal and vertical, that provides opportunities for medium- and higher- density housing, while also addressing local and citywide demand for retail and services. *(RDR)*	
LU 6.1.3 Redeveloping Automobile-Oriented Corridors. The City shall promote redevelopment of existing automobile oriented corridors and the upgrading of existing commercial development to create vibrant, mixed-use boulevards that balance efficient movement of motor vehicles with the creation of attractive pedestrian-friendly districts that serve the adjoining neighborhoods as well as passing motorists. *(RDR)*	**Table 4-2, #2.** The City shall prepare a comprehensive update of the Infill Strategy, including integration of the city's Commercial Corridor Revitalization Strategy into the Infill Strategy, to address obstacles to development in target infill areas, commercial corridors, and key opportunity sites. *(MPSP)*
LU 6.1.5 Corridor Uses. The City shall encourage residential, mixed-use, retail, service commercial, and other pedestrian oriented development along mixed-use corridors to orient to the front of properties with entries and stoops fronting the street. *(RDR)*	
LU 6.1.6 Higher Intensity Nodes. The City shall generally direct higher-intensity land uses and taller buildings to major intersections along arterial roads to facilitate access, enhance transit service, and promote physical differentiation along the corridor. *(RDR)*	
LU 6.1.7 Conversion to Residential. The City shall support proposals to convert nonresidential properties along mixed-use corridors, between major intersections, to residential or mixed-use residential uses. *(RDR)*	
LU 6.1.8 Sidewalks and Pedestrian Amenities. The City shall require that sidewalks along mixed-use corridors are wide enough to accommodate significant pedestrian traffic and the integration of public amenities and landscaping. *(RDR)*	

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LU 6.1.9 Shared Parking, Driveways, and Alley Access. The City shall encourage the creation of shared parking and driveways as alleys along arterial corridors in order minimize driveways and curb cuts. *(RDR)*	
LU 6.1.10 Corridor Transit. The City shall require design and development along mixed-use corridors that promotes the use of public transit and pedestrian and bicycle travel and maximizes personal safety through development features such as: Safe and convenient access for pedestrians between buildings and transit stops, parking areas, and other buildings and facilities Roads designed for automobile use, efficient transit service as well as pedestrian and bicycle travel *(RDR/ MPSP)*	
LU 6.1.11 Enhanced Pedestrian Environment. The City shall promote the transformation of existing automobile dominated corridors into boulevards that are attractive, comfortable, and safe for pedestrians by incorporating the following: Wide sidewalks On-street parking between sidewalk and travel lanes Few curb cuts and driveways Enhanced pedestrian street crossings Building entrances oriented to the street Transparent ground floor frontages Street trees Streetscape furnishings Pedestrian-scaled lighting and signage *(RDR/MPSP)*	

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Element: Land Use and Urban Form	
LU 6.1.12 Visual and Physical Character. The City shall promote development patterns and streetscape improvements that transform the visual and physical character of typical automobile-oriented corridors by: • Enhancing the definition of the corridor by locating buildings at the back of the sidewalk, and establishing a consistent street wall • Introducing taller buildings that are in scale with the wide, multi-lane street corridors • Locating off-street parking behind or between buildings (rather than between building and street) • Reducing visual clutter by regulating the number, size and design quality of signs • Removing utility poles and under-grounding overhead wires Adding street trees *(RDR/MPSP)*	
LU 7.1.2 Housing in Employment Centers. The City shall require compatible integration of housing in existing and proposed employment centers to help meet housing needs and reduce vehicle trips and commute times, where such development will not compromise the City's ability to attract and maintain employment- generating uses. *(RDR)*	
LU 7.1.3 Accessory Support Uses. The City shall require new employment centers and industrial development to incorporate such accessory uses as public open space amenities, transit amenities, child care facilities, and non-office retail uses based on the size and location of the development and the availability and capacity of existing accessory uses. *(RDR)*	

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GOALS/POLICIES	IMPLEMENTATION MEASURES
Element: Land Use and Urban Form	
LU 7.1.4 Urban Design. The City shall require that new and renovated employment center development be designed to accommodate safe and convenient walking, biking, and transit use, and provide an attractive, high-quality "campus environment," characterized by the following: A highly interconnected system of streets and walkable blocks. Buildings sited around common plazas, courtyards, walkways, and open spaces. Extensive on-site landscaping that emphasizes special, features such as entryways, and screens parking lots and service areas A coordinated and well-designed signage program for tenant identification and way finding: • Attractive streetscapes and lighting to promote pedestrian activity • Clearly marked entrance drives, pedestrian routes, and building entries that minimize potential conflict between service vehicles, private automobiles, and pedestrians • Facilities and services such as child care, cafes, and convenience retail that address employee needs. *(RDR)*	
LU 7.1.5 Transitions to Urban Development. The City shall support changes in land use designation from Employment Center Low Rise to higher intensity land uses when appropriate market conditions and infrastructure are in place.	
LU 8.1.5 LEED Standard for City-Owned Buildings. The City shall ensure that all new or renovated City-owned buildings are energy efficient and meet, at a minimum, LEED (Leadership in Energy and Environmental Design) Silver or equivalent standard. *(RDR/SO)*	
LU 8.2.7 Farmers/Public Markets. The City shall continue to support existing farmers markets, public markets, and similar activities and encourage the development of additional markets throughout the city to provide residents with access to fresh, local produce and convenient shopping. *(RDR)*	

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2030 General Plan – Policies and Implementation Measures that Mitigate Climate Change	
GOALS/POLICIES	**IMPLEMENTATION MEASURES**
Element: Land Use and Urban Form	
LU 9.1.1 Open Space Preservation. The City shall limit, to the extent feasible, the wasteful and inefficient conversion of open space to urban uses and place a high priority on acquiring and preserving open space lands for recreation, habitat protection and enhancement, flood hazard management, public safety, water and agricultural resources protection, and overall community benefit. *(RDR/MPSP)*	
LU 9.1.4 Open Space Buffers. The City shall use traditional, developed parks and employ innovative uses of open space to "soften" the edges between urban areas and the natural environment. *(RDR/MPSP)*	
GOAL LU 10.1 **Growth and Change beyond the Policy Area.** Plan comprehensively for growth and change in Planned Development areas consistent with the Regional Blueprint principles and the City's Vision and Guiding Principles, and ensure that annexation and development provide regional and community benefits.	

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GOALS/POLICIES	IMPLEMENTATION MEASURES
Element: Land Use and Urban Form	
LU 10.1.3 Regional and Community Benefits. The City shall require that regional and community benefits are achieved as the result of annexations and development approvals in any Special Study Area or Planned Development Area, consistent with the goals and policies outlined in this Plan. Examples include, but are not limited to, the following: • A mix of land uses that results in a full range of jobs, housing, amenities, services, and open space, resulting in complete neighborhoods and dynamic centers that have strong linkages with the city and region • Transportation systems, including transit and roadways that are substantially improved and expanded, in a manner that provides enhanced mobility for all sectors of the community and benefits regional air quality Sustainable infrastructure and community facilities, where adequate land is provided for such facilities, and construction and ongoing maintenance are funded by proposed development Conservation of open space, including important agricultural lands, sensitive habitat areas and wildlife corridors, and other undeveloped areas that serve as buffers or greenbelts for public use • Net fiscal benefits are achieved by both the City and County, with minimal impacts to special districts *(MPSP/RDR)*	

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GOALS AND POLICIES	**IMPLEMENTATION MEASURES**
Element: Historic and Cultural Resources	

HCR 2.1.13 Adaptive Reuse. The City shall encourage the adaptive reuse of historic resources when the original use of the resource is no longer feasible. *(RDR/SO)*	**Table 4-3, New Implementation Measure per comment #179:** Evaluate the potential for building and zoning code amendments facilitating adaptive reuse of historic resources consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties. (The time frame would be 2011-2015.)

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2030 General Plan – Goals, Policies and Implementation Measures that Mitigate Climate Change

GOALS AND POLICIES	IMPLEMENTATION MEASURES
Element: Economic Development	
ED 1.1.7 Sustainable Businesses. The City shall attract and retain long-term, economically sustainable businesses. (*JP)*	
ED 3.1.1 Land Supply Inventory. The City shall maintain an adequate land supply to meet projected employment and retail land demand, including sites that are "shovel ready." *(MPSP/SO)*	**Table 4-4, #6.** The City shall expand and market the "Shovel Ready Program" citywide and create a certification process for "shovel ready" sites. "Shovel Ready" sites are those where the necessary infrastructure and major entitlements are in place to facilitate development. *(MPSP)*
ED 3.1.5 Businesses Working on Cutting Edge Technology. The City shall work with universities, Sacramento Area Commerce and Trade Organization (SACTO), and other groups to encourage businesses working with cutting edge technology to locate in Sacramento. *(IGC/JP)*	**Table 4-4, #10.** The City shall conduct a study to identify cutting edge technology businesses (e.g., green technology and research and development) that Sacramento has a competitive advantage in attracting and develop a strategy to attract firms in those industries. *(MPSP/PSR)*
ED 3.1.7 Infrastructure and Public Facilities. The City shall continue to identify, construct, and maintain infrastructure systems and facilities required to promote and sustain a positive economic climate. *(MPSP/SO)*	
ED 3.1.8 Infrastructure Investments. The City shall anticipate needs and coordinate City infrastructure investments with economic development opportunities. *(MPSP/FB/SO)*	

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2030 General Plan – Goals, Policies and Implementation Measures that Mitigate Climate Change	
GOALS AND POLICIES	**IMPLEMENTATION MEASURES**
Element: Mobility	
M 1.1.1 Right-of Ways. The City shall manage the use of transportation right-of-ways by all travel modes consistent with the goal to provide Complete Streets as described in Goal 4.2. *(SO)*	
M 1.1.2 Travel System. The City shall manage the travel system to ensure safe operating conditions. *(SO)*	**New Implementation Measure.** The City shall prepare and adopt a methodology to measure neighborhood level of service.
M 1.2.1 Multimodal Choices. The City shall promote development of an integrated, multi-modal transportation system that offers attractive choices among modes including pedestrianways, public transportation, roadways, bikeways, rail, waterways, and aviation. *(MPSP/SO)*	**Table 4-6, #1.** The City shall prepare and adopt multi-modal design standards that include all modes and vary the standards by facility type to imply a preference for selected modes based on the context. *(RDR)*
M 1.2.2 LOS Standard. The City shall allow for flexible Level of Service (LOS) standards, which will permit increased densities and mix of uses to increase transit ridership, biking, and walking, which decreases auto travel, thereby reducing air pollution, energy consumption, and greenhouse gas emissions. **a. Core Area Level of Service Exemption**—LOS F conditions are acceptable during peak hours in the Core Area bounded by C Street, the Sacramento River, 30th Street, and X Street. If a Traffic Study is prepared and identifies a LOS impact that would otherwise be considered significant to a roadway or intersection that is in the Core Area as described above, the project would not be required in that particular instance to widen roadways in order for the City to find project conformance with the General Plan. Instead, General Plan conformance could still be found if the project provides improvements to other parts of the citywide transportation system in order to improve transportation-system-wide roadway capacity, to make intersection improvements, or to enhance non-auto travel modes in furtherance of the General Plan goals. The improvements would be required within the project site vicinity or within the area affected by the project's vehicular traffic impacts. With the provision of such other transportation infrastructure improvements, the project would not be required to provide any mitigation for vehicular	**Table 4-6, #1.** The City shall prepare and adopt multi-modal design standards that include all modes and vary the standards by facility type to imply a preference for selected modes based on the context. *(RDR)* **Table 4-6, #2.** The City shall update its Traffic Impact Analysis guidelines to reflect the Level of Service (LOS) policies standards in the General Plan. *(RDR)* **New Implementation Measure.** The City shall prepare and adopt a level of service methodology that defines the process for determining which non-vehicular transportation and transit improvements will be implemented where the LOS standard is not accomplished. **New Implementation Measure.** The City shall prepare and adopt multi-modal LOS standards.

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GOALS AND POLICIES	IMPLEMENTATION MEASURES
Element: Mobility	
traffic impacts to road segments in order to conform to the General Plan. This exemption does not affect the implementation of previously approved roadway and intersection improvements identified for the Railyards or River District planning areas. **b. Level of Service Standard for Multi-Modal Districts**—The City shall seek to maintain the following standards in the Central Business District, in areas within ½ mile walking distance of light rail stations, and in areas designated for urban scale development (Urban Centers, Urban Corridors, and Urban Neighborhoods as designated in the Land Use and Urban Form Diagram). These areas are characterized by frequent transit service, enhanced pedestrian and bicycle systems, a mix of uses, and higher-density development. • Maintain operations on all roadways and intersections at LOS A-E at all times, including peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. LOS F conditions may be acceptable, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation and transit as part of a development project or a City-initiated project. **c. Base Level of Service Standard**—the City shall seek to maintain the following standards for all areas outside of multi-modal districts. • Maintain operations on all roadways and intersections at LOS A-D at all times, including peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. LOS E or F conditions may be accepted, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation as part of a development project or a City-initiated project. d. Roadways Exempt from Level of Service Standard—The above LOS standards shall apply to all roads, intersections or interchanges within the City except as specified below. If a Traffic Study is prepared and identifies a significant LOS impact to a	

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GOALS AND POLICIES	IMPLEMENTATION MEASURES
Element: Mobility	
roadway or intersection that is located within one of the roadway corridors described below, the project would not be required in that particular instance to widen roadways in order for the City to find project conformance with the General Plan. Instead, General Plan conformance could still be found if the project provides improvements to other parts of the city wide transportation system in order to improve transportation-system-wide roadway capacity, to make intersection improvements, or to enhance non-auto travel modes in furtherance of the General Plan goals. The improvements would be required within the project site vicinity or within the area affected by the project's vehicular traffic impacts. With the provision of such other transportation infrastructure improvements, the project would not be required to provide any mitigation for vehicular traffic impacts to the listed road segment in order to conform to the General Plan. 12th/14th Avenue: State Route 99 to 36th Street 24th Street: Meadowview Road to Delta Shores Circle 65th Street: Folsom Boulevard to 14th Avenue Alhambra Boulevard: Folsom Boulevard to P Street Arcade Boulevard: Marysville Boulevard to Del Paso Boulevard Arden Way: Capital City Freeway to Ethan Way Blair Avenue/47th Avenue: S. Land Park Drive to Freeport Boulevard Broadway: 15th Street to Franklin Boulevard Broadway: 58th to 65th Streets El Camino Avenue: Stonecreek Drive to Marysville Boulevard El Camino Avenue: Capitol City Freeway to Howe Avenue Elder Creek Road: 65th Street to Power Inn	
M 1.2.3 Multimodal Access. The City shall promote the provision of multimodal access to activity centers such as commercial centers and corridors, employment centers, transit stops/stations, airports, schools, parks, recreation areas, and tourist attractions. *(MPSP/*	**Table 4-6, #1.** The City shall prepare and adopt multi-modal design standards that include all modes and vary the standards by facility type to imply a preference for selected modes based on the context. *(RDR)*

Note: This table shows only the implementation measures that require specific programs or actions. The remaining goals and policies are self-implementing through "Regulation and Development Review" (RDR) or other method. See "Implementation Program Tag" of Readers Guide in Part One of the 2030 General Plan.

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GOALS AND POLICIES	**IMPLEMENTATION MEASURES**
Element: Mobility	

GOAL M 1.3 **Barrier Removal.** Improve system connectivity by removing barriers to travel.	
M 1.3.1 Grid Network. The City shall require all new residential, commercial, or mixed-use development that proposes or is required to construct or extend streets to develop a transportation network that provides for a well-connected, walkable community, preferably as a grid or modified grid. *(RDR)*	**New implementation measure:** The City shall prepare and adopt connectivity standards based on a review of standard applied by other municipalities with similar policy goals.
M 1.3.2 Private Complete Streets. The City shall require large private developments (e.g., office parks, apartment complexes, retail centers) to provide internal complete streets that connect to the existing roadway system. *(RDR)*	**New implementation measure:** The City shall prepare and adopt connectivity standards based on a review of standard applied by other municipalities with similar policy goals.
M 1.3.3 Eliminate Gaps. The City shall eliminate "gaps" in roadways, bikeways, and pedestrian networks. a. The City shall construct new multi-modal crossings of the Sacramento and American Rivers. b. The City shall plan and seek funding to construct grade-separated crossings of freeways, rail lines, canals, creeks, and other barriers to improve connectivity. c. The City shall construct new bikeways and pedestrianways in existing neighborhoods to improve connectivity. *(MPSP/SO)*	**Table 4-6, #5.** The City shall conduct a study to identify major barriers to connectivity and appropriate means and locations for overcoming those barriers, including potential river crossings. *(PSR)* **New implementation measures:** The City shall prepare and adopt connectivity standards based on a review of standard applied by other municipalities with similar policy goals. The City should develop prioritization guidelines for removal of pedestrian barriers to accessibility.

Note: This table shows only the implementation measures that require specific programs or actions. The remaining goals and policies are self-implementing through "Regulation and Development Review" (RDR) or other method. See "Implementation Program Tag" of Readers Guide in Part One of the 2030 General Plan.

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GOALS AND POLICIES	IMPLEMENTATION MEASURES
Element: Mobility	
M 1.3.4 Connections to Transit Stations. The City shall provide connections to transit stations by identifying roadway, bikeway, and pedestrianway improvements to be constructed within ½ mile of major transit stations. Transportation improvements in the vicinity of major transit stations shall emphasize the development of complete streets. *(MPSP/SO)*	**Table 4-6, #5.** The City shall conduct a study to identify major barriers to connectivity and appropriate means and locations for overcoming those barriers, including potential river crossings. *(PSR)* **Table 4-6, #6.** The City shall develop and adopt multi-modal circulation plans for all light rail and bus transfer station areas within the city. *(MPSP)* **New implementation measures:** The City shall prepare and adopt connectivity standards based on a review of standard applied by other municipalities with similar policy goals. The City should develop prioritization guidelines for removal of pedestrian barriers to accessibility.
GOAL M 1.4 **Transportation Demand Management.** Decrease the dependence on single-occupant use of motor vehicles through Transportation Demand Management.	
Policies **M 1.4.1 Increase Vehicle Occupancy.** The City shall work with a broad range of agencies (e.g., SACOG, SMAQMD, Sacramento Regional Transit District, Caltrans) to encourage and support programs that increase vehicle occupancy including the provision of traveler information, shuttles, preferential parking for carpools/vanpools, transit pass subsidies, and other methods. *(MPSP/*	
M 1.4.2 Automobile Commute Trip Reduction. The City shall encourage employers to provide transit subsidies, bicycle facilities, alternative work schedules, ridesharing, telecommuting and work-at-home programs, employee education, and preferential parking for carpools/vanpools. *(JP/*	

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GOALS AND POLICIES	**IMPLEMENTATION MEASURES**
Element: Mobility	
M 1.4.3 Transportation Management Associations. The City shall encourage commercial, retail, and residential developments to participate in or create Transportation Management Associations. *(JP/PI)*	
M 1.4.4 Off-Peak Deliveries. The City shall encourage business owners to schedule deliveries at off-peak traffic periods. *(JP/PI)*	
M 1.5.1 Facilities for Emerging Technologies. The City shall assist in the provision of support facilities such as alternative fueling stations (e.g., electric and hydrogen) for emerging technologies. *(RDR/JP)*	
M 1.5.3 Public-Private Transportation Partnerships. The City shall provide incentives for and cooperate with public private transportation partnerships (such as car sharing companies) to establish pilot programs within the Central City, urban centers, employment centers, and other appropriate areas, to reduce single-occupant vehicle use. *(IGC/JP)*	
M 1.5.4 High Emission Vehicle Buy-back. The City shall support the efforts of the Sacramento Air Quality Management District and other agencies and organizations that have buy-back programs for high emissions vehicles. *(IGC/JP)*	
M 1.5.5 Neighborhood Electric Vehicles. The City shall encourage developments and street systems that support the use of Neighborhood Electric Vehicles (NEV). *(RDR/JP)*	**Table 4-6, #9.** The City shall conduct a study to identify appropriate routes and roadway markings/signage for Neighborhood Electric Vehicles (NEVs) within the Central City and between urban centers and corridors. *(PSR)*
GOAL M 2.1 **Integrated Pedestrian System.** Design a universally accessible, safe, convenient, and integrated pedestrian system that promotes walking.	

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GOALS AND POLICIES	**IMPLEMENTATION MEASURES**
Element: Mobility	

M 2.1.1 Pedestrian Master Plan. The City shall maintain and implement a Pedestrian Master Plan that carries out the goals and policies of the General Plan and defines: the type and location of pedestrian-oriented streets and pathways; standards for sidewalk width, improvements, amenities, and street crossings; the schedule for public improvements; and developer responsibilities. All new development shall be consistent with the applicable provisions of the Pedestrian Master Plan. *(MPSP)*	**Table 4-6, #10.** The City shall review and update its Pedestrian Master Plan every 10 years. *(MPSP)* **Table 4-6, #11.** The City shall submit a bi-annual report to the City Council that evaluates implementation of the Pedestrian Master Plan. *(PSR)*
M 2.1.2 Sidewalk Design. The City shall require that sidewalks wherever possible be developed at sufficient width to accommodate pedestrians including the disabled; a buffer separating pedestrians from the street and curbside parking; amenities; and allow for outdoor uses such as cafes. (*MPSP*)	**Table 4-6, #10.** The City shall review and update its Pedestrian Master Plan every 10 years. *(MPSP)*
M 2.1.3 Streetscape Design. The City shall require pedestrian oriented streets shall be designed to provide a pleasant environment for walking including shade trees; plantings; well-designed benches, trash receptacles, news racks, and other furniture; pedestrian-scaled lighting fixtures; wayfinding signage; integrated transit shelters; public art; and other amenities. (*MPSP*)	**Table 4-6, #10.** The City shall review and update its Pedestrian Master Plan every 10 years. *(MPSP)*
M 2.1.4 Cohesive Network. The City shall develop a cohesive pedestrian network of public sidewalks and street crossings that makes walking a convenient and safe way to travel. *(MPSP)*	**Table 4-6, #11.** The City shall submit a bi-annual report to the City Council that evaluates implementation of the Pedestrian Master Plan. *(PSR)*

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GOALS AND POLICIES	IMPLEMENTATION MEASURES
Element: Mobility	
M 2.1.5 Continuous Network. The City shall provide a continuous pedestrian network in existing and new neighborhoods that facilitates convenient pedestrian travel free of major impediments and obstacles. *(MPSP)*	**Table 4-6, #5.** The City shall conduct a study to identify major barriers to connectivity and appropriate means and locations for overcoming those barriers, including potential river crossings. *(PSR)* **Table 4-6, #6.** The City shall develop and adopt multi-modal circulation plans for all light rail and bus transfer station areas within the city. *(MPSP)* **New implementation measures:** The City shall prepare and adopt connectivity standards based on a review of standard applied by other municipalities with similar policy goals. The City should develop prioritization guidelines for removal of pedestrian barriers to accessibility.
M 2.1.6 Building Design. The City shall ensure that new buildings are designed to engage the street and encourage walking through design features such as placing the building with entrances facing the street and providing connections to sidewalks. *(RDR)*	
M 2.1.7 Parking Facility Design. The City shall ensure that new automobile parking facilities are designed to facilitate safe and convenient pedestrian access, including clearly defined corridors and walkways connecting parking areas with buildings. *(RDR)*	

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GOALS AND POLICIES	**IMPLEMENTATION MEASURES**
Element: Mobility	

M 2.1.8 Housing and Destination Connections. The City shall require new subdivisions and large-scale developments to include safe pedestrian walkways that provide direct links between streets and major destinations such as transit stops and stations, schools, parks, and shopping centers. *(RDR)*	
M 2.1.9 Pedestrian Awareness Education. The City shall develop partnerships with local organizations to develop education materials and promote pedestrian awareness. *(IGC/PI)*	**Table 4-6, #12.** The City shall work with walking advocates, such as WalkSacramento, to develop a comprehensive educational and promotional package for pedestrians. *(JP/PI)*
M 2.1.10 Safe Pedestrian Crossings. The City shall improve pedestrian safety at intersections and mid-block locations by providing safe, well-marked pedestrian crossings, bulbouts, or median refuges that reduce crossing widths, and/ or audio sound warnings. *(SO)*	
M 2.1.11 Speed Management Policies. The City shall develop and implement speed management policies that support driving speeds on all city streets that are safe for pedestrians. *(RDR/PS)*	
M 2.1.12 Safe Sidewalks. The City shall develop safe and convenient pedestrianways that are universally accessible, adequately illuminated, and properly designed to reduce conflicts between motor vehicles and pedestrians. *(RDR)*	**Table 4-6, #10.** The City shall review and update its Pedestrian Master Plan every 10 years. *(MPSP)* **Table 4-6, #14.** The City shall review and update its Bikeway Master Plan every 3 years. *(MPSP)* **Table 4-6, #15.** The City shall submit a bi-annual report to the City Council that evaluates implementation of the Bikeway Master Plan. *(PSR)*

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GOALS AND POLICIES	**IMPLEMENTATION MEASURES**
Element: Mobility	

GOAL M 3.1 **Safe, Comprehensive, and Integrated Transit System.** Create and maintain a safe, comprehensive, and integrated transit system as an essential component of a vibrant transportation system.	
M 3.1.1 Transit for All. The City shall support a well-designed transit system that meets the transportation needs of Sacramento residents and visitors including seniors, the disabled and transit-dependent persons. The City shall enhance bicycle and pedestrian access to stations. *(IGC)*	**Table 4-6, #16.** The City shall conduct a study to identify gaps in transit service provided within the city and strategies to fill them. *(PSR)*
M 3.1.2 Maintain Services. The City shall work with transit providers to maintain services within the city that are timely, cost-effective, and responsive to growth patterns and enhance transit where feasible.	
M 3.1.3 Variety of Transit Types. The City shall consider a variety of transit types including high speed rail, inter-city rail, regional rail, light rail transit, bus rapid transit, trolleys (streetcars), enhanced buses, express buses, local buses, neighborhood shuttles, pedi-cabs, and jitneys to meet the needs of residents, workers, and visitors. *(MPSP)*	
M 3.1.4 Reduced Transit Fares. The City shall work with Regional Transit to reduce fares within certain high density/intensity areas (e.g., Central Business District) of the city to facilitate increased transit ridership.	
M 3.1.5 Unified Traveler Information System. The City shall work with Regional Transit and SACOG to support local transit providers in developing and maintaining a unified traveler information system. *(IGC/PI)*	**Table 4-6, #4.** The City shall conduct a study to identify other options for informing transit riders of the availability and timing (e.g., headways) of public transit. *(PSR)*

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GOALS AND POLICIES	**IMPLEMENTATION MEASURES**
Element: Mobility	

M 3.1.6 Safe System. The City shall coordinate with Regional Transit to maintain a safe, clean, comfortable, and rider-friendly waiting environment at all transit stops within the city. *(IGC)*	
M 3.1.7 Transit Amenities. The City shall work with transit providers to incorporate features such as traffic signal priority, queue jumps, exclusive transit lanes to improve transit operations. *(MPSP/SO/IGC)*	
M 3.1.8 Transit Service. The City shall support the enhancement and improvement of transit service. *(IGC)*	
M 3.1.9 Demand-Responsive Service. The City shall support the provision of demand-responsive service (e.g., paratransit) and other transportation services for those unable to use conventional transit. *(IGC/JP)*	
M 3.1.10 New Facilities. The City shall work with transit providers to incorporate transit facilities into new private development and City project designs including incorporation of transit infrastructure (i.e., electricity, fiberoptic cable, etc.). The City shall work with transit providers to identify alignments for light rail and bus route extensions and new station locations. *(MPSP/*	
M 3.1.11 Right-of-Way Preservation. The City shall assist Regional Transit in identifying and preserving rights-of way suitable for transit services. *(MPSP/IGC)*	
M 3.1.12 Direct Access to Stations. The City shall ensure that projects located in the Central City and within ½ mile walking distance of existing and planned light rail stations provide direct pedestrian and bicycle access to the station area, to the extent feasible. *(RDR)*	

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GOALS AND POLICIES	IMPLEMENTATION MEASURES
Element: Mobility	
M 3.1.13 Light Rail Extensions and Enhancements. The City shall support the extension of light rail service to Sacramento International Airport, further extension in South Sacramento, and other improvements to facilities such as the 65th Street, Royal Oaks, and Swanston stations. *(MPSP/IGC)*	
M 3.1.14 Streetcar Facilities. The City shall support the development of streetcar lines in the Central City and other multi-modal districts. *(MPSP)*	
M 3.1.15 Dedicated Bus Facilities. The City shall support the provision of dedicated bus lanes and related infrastructure as appropriate. *(MPSP)*	
M 3.1.16 Developer Contributions. The City shall require developer contributions for bus facilities and improvements. *(RDR/FB)*	
M 3.1.17 Transit Extension Studies. The City shall continue to support transit extension studies. *(PSR)*	
M 3.2.1 Passenger Rail Service. The City shall encourage and promote passenger rail service to and through the Sacramento area. *(IGC/PI)*	
M 3.2.2 Sacramento Intermodal Transportation Facility. The City shall support the development of the Sacramento Intermodal Transportation Facility. *(MPSP/JP)*	
M 3.2.3 Transcontinental Passenger Rail Service. The City shall support the continued provision of transcontinental passenger rail service to Sacramento by Amtrak. *(IGC)*	
M 3.2.4 Capitol Corridor. The City shall support Capitol Corridor and other regional rail service to downtown Sacramento. *(IGC)*	

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GOALS AND POLICIES	IMPLEMENTATION MEASURES
Element: Mobility	
M 3.2.5 High Speed Rail Service. The City shall support and advocate extension of High Speed Rail service to Sacramento. *(MPSP/IGC)*	
M 3.3.1 Inter-City Bus Service. The City shall promote the continued operation of private inter-city bus service. *(JP/PI)*	**Table 4-6, #8.** The City shall conduct a study to identify economic incentives for private transportation partners seeking to enhance mobility in the Central City, centers, corridors, employment centers, and other high-intensity districts in the city. *(PSR)*
M 3.3.2 Taxi Service. The City shall promote the continued operation of taxi service, including the provision of dedicated, on-street loading spaces where appropriate, incremental improvements in gas mileage, and improved access for passengers with disabilities. *(MPSP/JP)*	**Table 4-6, #8.** The City shall conduct a study to identify economic incentives for private transportation partners seeking to enhance mobility in the Central City, centers, corridors, employment centers, and other high-intensity districts in the city. *(PSR)*
M 3.3.3 Private Water Transportation Services. The City shall support the development of private water transportation services, where appropriate, along the Sacramento River by continuing to operate publicly owned dock facilities. *(MPSP/JP)*	**Table 4-6, #8.** The City shall conduct a study to identify economic incentives for private transportation partners seeking to enhance mobility in the Central City, centers, corridors, employment centers, and other high-intensity districts in the city. *(PSR)*
GOAL M 4.1 **Roadway System.** Create a roadway system that will ensure the safe and efficient movement of people, goods, and services that supports livable communities and reduces air pollution and greenhouse gas emissions.	
M 4.1.6 Roundabouts. Roundabouts, as an intersection traffic control option with demonstrated air quality and safety benefits, shall be considered where deemed feasible and appropriate.	
GOAL M 4.2 **Complete Streets.** Provide complete streets that balance the diverse needs of diverse users of the public right-of-way.	

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GOALS AND POLICIES	**IMPLEMENTATION MEASURES**
Element: Mobility	

M 4.2.1 Adequate Rights-of-way. The City shall ensure that all new roadway projects and major reconstruction projects provide appropriate and adequate rights-of-way for all users including bicyclists, pedestrians, transit riders, and motorists except where pedestrians and bicyclists are prohibited by law from using a given facility. *(MPSP)*	**Table 4-6, #1.** The City shall prepare and adopt multi-modal design standards that include all modes and vary the standards by facility type to imply a preference for selected modes based on the context. *(RDR)*
M 4.2.2 Pedestrian and Bicycle-Friendly Streets. The City shall ensure that new streets in areas with high levels of pedestrian activity (e.g., employment centers, residential areas, mixed-use areas, schools) support pedestrian travel by providing such elements as detached sidewalks, frequent and safe pedestrian crossings, large medians to reduce perceived pedestrian crossing distances, Class II bike lanes, frontage roads with on-street parking, and/or grade-separated crossings. *(MPSP)*	**Table 4-6, #10.** The City shall review and update its Pedestrian Master Plan every 10 years. *(MPSP)* **Table 4-6, #11.** The City shall submit a bi-annual report to the City Council that evaluates implementation of the Pedestrian Master Plan. *(PSR)*
M 4.2.3 Adequate Street Tree Canopy. The City shall ensure that all new roadway projects and major reconstruction projects provide for the development of an adequate street tree canopy. *(MPSP)*	**Table 4-6, #1.** The City shall prepare and adopt multi-modal design standards that include all modes and vary the standards by facility type to imply a preference for selected modes based on the context. *(RDR)*
M 4.2.4 Pedestrian and Bicycle Facilities on Bridges. The City shall identify existing and new bridges that can be built, widened, or restriped to add pedestrian and/or bicycle facilities. *(MPSP)*	**Table 4-6, #5.** The City shall conduct a study to identify major barriers to connectivity and appropriate means and locations for overcoming those barriers, including potential river crossings. *(PSR)* **Table 4-6, #17.** The City shall conduct a study to analyze bike and pedestrian facilities on existing bridges to identify deficiencies and feasible improvements. *(PSR)* **New implementation measures:** The City shall prepare and adopt connectivity standards based on a review of standard applied by other municipalities with similar policy goals. The City should develop prioritization guidelines for removal of pedestrian barriers to accessibility.

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GOALS AND POLICIES	**IMPLEMENTATION MEASURES**
Element: Mobility	
M 4.2.5 Multi-Modal Corridors. The City shall designate multimodal corridors in the Central City, within and between urban centers, along major transit lines, and/or along commercial corridors to receive increased investment for transit, bikeway, and pedestrianway improvements. *(MPSP)*	**Table 4-6, #18.** The City shall conduct a study of the existing street network to identify streets that can be more complete based upon adopted design standards and the policies in the General Plan. *(PSR)*
M 4.2.6 Identify Gaps in Complete Streets. The City shall identify streets that can be "more complete" either through a reduction in the number or width of travel lanes or conversions, with consideration for emergency vehicle operation. The City shall consider new bikeways, enhanced sidewalks, on-street parking, and exclusive transit lanes on these streets. *(PSR)*	**Table 4-6, #18.** The City shall conduct a study of the existing street network to identify streets that can be more complete based upon adopted design standards and the policies in the General Plan. *(PSR)*
GOAL M 5.1 **Integrated Bicycle System.** Create and maintain a safe, comprehensive, and integrated bicycle system and support facilities throughout the city that encourages bicycling that is accessible to all.	
M 5.1.1 Bikeway Master Plan. The City shall maintain and implement a Bikeway Master Plan. *(MPSP)*	**Table 4-6, #14.** The City shall review and update its Bikeway Master Plan every 3 years. *(MPSP)*
M 5.1.2 Appropriate Bikeway Facilities. The City shall provide bikeway facilities that are appropriate to the street classifications and type, traffic volume, and speed on all right-of-ways. *(MPSP)*	**Table 4-6, #1.** The City shall prepare and adopt multi-modal design standards that include all modes and vary the standards by facility type to imply a preference for selected modes based on the context. *(RDR)* **Table 4-6, #14.** The City shall review and update its Bikeway Master Plan every 3 years. *(MPSP)*
M 5.1.4 Motorists, Bicyclists, and Pedestrian Conflicts. The City shall develop safe and convenient bikeways that reduce conflicts between bicyclists and motor vehicles on streets, and bicyclists and pedestrians on multi-use trails and sidewalks. *(MPSP/PI)*	

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GOALS AND POLICIES	**IMPLEMENTATION MEASURES**
Element: Mobility	

M 5.1.6 Connections between New Development and Bicycle Facilities. The City shall require that new development provides connections to and does not interfere with existing and proposed bicycle facilities. *(RDR)*	**Table 4-6, #1.** The City shall prepare and adopt multi-modal design standards that include all modes and vary the standards by facility type to imply a preference for selected modes based on the context. *(RDR)*
M 5.1.7 Class II Bike Lane Requirements. The City shall require Class II bike lanes on all new arterial and collector streets. *(RDR)*	
M 5.1.8 Connections Between New Development and Bikeways. The City shall ensure that new commercial and residential development projects provide frequent and direct connections to the nearest bikeways. *(RDR)*	
M 5.1.9 Conversion of Underused Facilities. The City shall convert underused rights-of-way along travel lanes, drainage canals, and railroad corridors to bikeways wherever possible and desirable. *(MPSP/SO)*	
M 5.1.10 Bike Safety for Children. The City shall support infrastructure and programs that encourage children to bike safely to school. *(MPSP/SO)*	**Table 4-6, #1.** The City shall prepare and adopt multi-modal design standards that include all modes and vary the standards by facility type to imply a preference for selected modes based on the context. *(RDR)*
M 5.1.11 Bike Facilities in New Developments. The City shall require that larger new development projects (e.g., park-and- ride facilities, employment centers, educational institutions, recreational and retail destinations, and commercial centers) provide bicycle parking (i.e., short-term bicycle parking for visitors and long-term bicycle parking for residents or employees), personal lockers, showers, and other bicycle-support facilities. *(RDR)*	

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GOALS AND POLICIES	**IMPLEMENTATION MEASURES**
Element: Mobility	
M 5.1.12 Bicycle Parking at Transit Facilities. The City shall coordinate with transit operators to provide for secure short- and long-term bicycle parking at all light rail and bus rapid transit stations, and bicycle racks at all major bus transfer stations. *(IGC/JP)*	
M 5.1.14 Encourage Bicycle Use. The City shall encourage bicycle use in all neighborhoods especially where short trips are most common. *(PI)*	
GOAL M 6.1 **Managed Parking.** Provide and manage parking such that it balances the citywide goals of economic development, livable neighborhoods, sustainability, and public safety with the compact multi-modal urban environment prescribed by the General Plan.	
Policies **M 6.1.1 Appropriate Parking.** The City shall ensure that appropriate parking is provided, considering access to existing and funded transit, shared parking opportunities for mixed-use development, and implementation of Transportation Demand Management plans. *(RDR)*	**Table 4-6, #21.** The City shall conduct a study of current parking requirements in the Central City and urban centers (i.e., Urban Center Low and Urban Center High) to evaluate options for dedicated parking spaces for car-sharing and incentives (e.g., receive credit for meeting the "parking minimum" zoning requirements). *(PSR)*
M 6.1.2 Reduce Minimum Parking Standards. The City shall reduce minimum parking standards over time to promote walkable neighborhoods and districts and to increase the use of transit and bicycles. *(RDR/PSR)*	**Table 4-6, #21.** The City shall conduct a study of current parking requirements in the Central City and urban centers (i.e., Urban Center Low and Urban Center High) to evaluate options for dedicated parking spaces for car-sharing and incentives (e.g., receive credit for meeting the "parking minimum" zoning requirements). *(PSR)*
M 6.1.4 Reduction of Parking Areas. The City shall strive to reduce the amount of land devoted to parking through such measures as development of parking structures, the application of shared parking for mixed-use developments, and the implementation of Transportation Demand Management plans to reduce parking needs. *(RDR)*	**Table 4-6, #21.** The City shall conduct a study of current parking requirements in the Central City and urban centers (i.e., Urban Center Low and Urban Center High) to evaluate options for dedicated parking spaces for car-sharing and incentives (e.g., receive credit for meeting the "parking minimum" zoning requirements). *(PSR)*

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GOALS AND POLICIES	**IMPLEMENTATION MEASURES**
Element: Mobility	

M 6.1.5 Maximize On-Street Parking Turnover. The City shall implement parking management tools (including emerging technology) that maximize on-street parking turnover, where appropriate. *(RDR)*	
M 6.1.7 Disincentives for Single-Occupant Vehicle Trips. The City shall discourage single-occupant vehicle trips through parking supply and pricing controls in areas where supply is limited and alternative transportation modes are available. *(RDR/SO)*	
M 6.1.8 Separate Parking Costs. The City shall provide incentives for projects that separate the cost of parking from lease payments. *(RDR)*	
GOAL M 9.1 **Transportation Funding.** Provide sufficient funding to construct and maintain the transportation facilities needed to achieve the city's mobility goals.	
M 9.1.1 New Development Fees. The City shall assess fees on all new development for all transportation modes to ensure that new development bears its fair share of the costs for new and expanded facilities. *(RDR/FB)*	**Table 4-6, #24.** The City shall prepare and adopt a citywide transportation development impact fee program to support the development of all travel modes needed for new development. *(FB)*
M 9.1.2 New Funding for Facility Maintenance. The City shall develop new funding sources for maintenance of roadway, pedestrian, and bikeway facilities. *(MPSP/FB)*	
M 9.1.3 Dedicated Funding Sources. The City shall investigate additional sources of funding and support the development of a stable, dedicated funding source for all modes to provide continuing maintenance, operation, and management of the city's transportation network. *(FB)*	

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GOALS AND POLICIES	IMPLEMENTATION MEASURES
Element: Utilities	
U 1.1.3 Sustainable Facilities and Services. The City shall continue to provide sustainable utility services and infrastructure in a cost-efficient manner. *(MPSP/*	
U 1.1.8 Infill Areas. The City shall identify and prioritize infill areas for infrastructure improvements. *(PS)*	
U 2.1.5 Comprehensive Water Supply Plans. The City shall prepare, implement, and maintain long-term, comprehensive water supply plans. *(MPSP)*	
U 2.1.9 Conservation Programs. The City shall implement conservation programs that increase water use efficiency, including providing incentives for adoption of water efficiency measures. *(RDR/MPSP/)*	**Table 4-7, #9.** The City shall develop and enforce a Water Conservation Plan that increases water use efficiency throughout the city. *(MPSP/RDR)* **Table 4-7, #11.** The City shall review, update and enforce its existing Residential Energy Conservation Ordinance (RECO) in Title 15.76 of the City Code to be consistent with the targets and programs established in the City's Green Building Program, Climate Action Plan, and other related programs or policies. *(PSR)* **Table 4-7, #13.** In coordination with the Regional Water Authority (RWA), the City shall develop and implement a voluntary landscaping water efficiency certification training program for irrigation designers, installers, and property managers. (MPSP)
New Policy - Recycled Water. The City shall continue to investigate the feasibility of utilizing recycled water where appropriate, cost effective, safe and environmentally sustainable. (See above.)	**New Implementation Measure:** The City, working with the Sacramento County Regional Sanitation District, shall conduct a study to determine the feasibility of using recycled water.
New Policy - Emergency Water Conservation. Emergency Water Conservation. The City shall develop a response plan to assist citizens in reducing water use during periods of water shortages and emergencies.	**New Implementation Measure:** As part of the Urban Water Management Plan update in 2010, required by the Urban Water Management Planning Act, the City shall update the response plan that outlines an approach on how to assist citizens in reducing water use during periods of water shortages and emergencies.

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GOALS AND POLICIES	IMPLEMENTATION MEASURES
Element: Utilities	
New Policy - Water Conservation Enforcement. The City shall continue to enforce City ordinances that prohibit the waste or runoff of water, establish limits on outdoor water use, and specify applicable penalties.	
U 5.1.4 Residential and Commercial Waste Disposal. The City shall continue to provide curbside trash and recycling collection service to single-family residential dwellings and offer collection service to commercial and multifamily residential development.*(SO)*	
U 5.1.5 Yard Waste and Street Sweeping. The City shall continue to provide garden refuse yard waste collection service to single-family residential dwellings and provide street sweeping service to commercial and residential development. *(SO)*	
U 5.1.6 Neighborhood Clean-Up Program. The City shall continue sponsoring the Neighborhood Clean-Up Program. *(SO)*	
U 5.1.7 Diversion of Waste. The City shall encourage recycling, composting, and waste separation to reduce the volume and toxicity of solid wastes sent to landfill facilities. *(MPSP/SO)*	
U 5.1.7 Diversion of Waste. The City shall encourage recycling, composting, and waste separation to reduce the volume and toxicity of solid wastes sent to landfill facilities. *(MPSP/SO)*	
U 5.1.8 Electronic Waste Recycling. The City shall continue to coordinate with businesses that recycle electronic waste to provide convenient collection/drop off locations for city residents. *(SO)*	
U 5.1.9 Composting and Grasscycling Programs. The City shall sponsor solid waste educational programs on backyard waste composting and grasscycling (i.e., mulching grass clippings back into the lawn).	

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GOALS AND POLICIES	**IMPLEMENTATION MEASURES**
Element: Utilities	
U 5.1.10 Food Waste Recycling. The City shall develop a food waste recycling program. *(PSR/SO)*	
New Policy – Zero Waste. The City shall achieve zero waste to landfills by 2040 through reusing, reducing, and recycling solid waste, and using conversion technology if appropriate.	**Table 4-7, #19.** The City shall prepare and adopt an ordinance to require recycling and reuse of construction wastes, including recycling materials generated by the demolition and remodeling of buildings. *(RDR)*
New Policy – Recycled Materials for Goods Packaging. The City shall support state legislation calling for use of recycled materials and smaller packaging of retail goods and require that retail uses use recycled materials for goods packaging in lieu of plastic bags.	
New Policy – City Recycling. The City shall serve as a role model to businesses and institutions regarding purchasing decisions that minimize the generation of solid waste in addition to encouraging all City staff to recycle at City facilities.	
U 5.1.11 Recycled Materials in New Construction. The City shall encourage the use of recycled materials in new construction. *(PI)*	**Table 4-7, #19.** The City shall prepare and adopt an ordinance to require recycling and reuse of construction wastes, including recycling materials generated by the demolition and remodeling of buildings. *(RDR)*
U 5.1.12 Recycling and Reuse of Construction Wastes. The City shall require recycling and reuse of construction wastes, including recycling materials generated by the demolition and remodeling of buildings, with the objective of diverting 85 percent to a certified recycling processor. *(RDR)*	**Table 4-7, #19.** The City shall prepare and adopt an ordinance to require recycling and reuse of construction wastes, including recycling materials generated by the demolition and remodeling of buildings. *(RDR)*
U 5.1.13 Waste for Energy Generation. The City shall continue to use waste (e.g., methane emissions from landfills) for energy generation. *(SO)*	

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GOALS AND POLICIES	IMPLEMENTATION MEASURES
Element: Utilities	
U 5.1.14 Disposable, Toxic, or Non-Renewable Products. The City shall reduce the use of disposable, toxic, or nonrenewable products in City operations. *(SO)*	
U 5.1.15 Sacramento Regional Recycling Market Development Zone. The City shall support the Sacramento Regional Recycling Market Development Zone (SRRMDZ). *(IGC/JP)*	
U 5.1.16 Waste Composting and Recycling for Landscapes. The City shall sponsor educational programs regarding the use of waste composing and yard waste recycling for landscapes in lieu of fertilizer.	
U 5.1.17 Educational Programs. The City shall sponsor public educational programs regarding the benefits of solid waste diversion and recycling and encourage residents and businesses to redistribute reusable materials (e.g., at garage sales or materials exchanges). *(PI)*	
U 6.1.11 Energy Efficiency Improvements. The City shall develop and implement energy efficiency standards for existing buildings and provide incentives to property owners to make improvements necessary to meet minimum energy efficiency standards upon sale of a property or change of lease of rental properties. *(RDR/ MPSP)*	**Table 4-7, #23.** The City shall prepare, adopt, and implement energy efficiency and water conservation standards for residential rental properties. *(RDR)*
U 6.1.2 Peak Electric Load Reduction of City Facilities. The City shall reduce the peak electric load for City facilities by 10 percent by 2015 compared to the baseline year of 2004, through energy efficiency, shifting the timing of energy demands, and conservation measures.	**Table 4-7, #21.** The City shall prepare a plan to achieve energy efficiency targets. *(RDR)*
U 6.1.3 City Fleet Fuel Consumption Reduction. The City shall reduce its fleet's fuel consumption by 15 percent by 2010 compared to the baseline year of 2003, and city operations shall be substantially fossil free (e.g., electricity, motor fuels). *(SO)*	**Table 4-7, #21.** The City shall prepare a plan to achieve energy efficiency targets. *(RDR)*

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GOALS AND POLICIES	IMPLEMENTATION MEASURES
Element: Utilities	
U 6.1.4 Energy Efficiency of City Facilities. The City shall improve energy efficiency of City facilities on a unit basis to consume 25 percent less energy by 2030 compared to the baseline year of 2005. *(SO)*	**Table 4-7, #21.** The City shall prepare a plan to achieve energy efficiency targets. *(RDR)*
U 6.1.5 Energy Consumption Per Capita. The City shall encourage residents and businesses to consume 25 percent less energy by 2030 compared to the baseline year of 2005. *(SO)*	**New Implementation Program.** The City shall work with neighborhood associations, local electric and gas utilities, and other interested groups to develop programs to encourage conservation and increase energy efficiency (e.g., the SMUD / Sierra Curtis Neighborhood Association's "Curtis Park Energy Stars" program, etc).
U 6.1.6 Renewable Energy. The City shall encourage the installation and construction of renewable energy systems and facilities such as wind, solar, hydropower, geothermal, and biomass facilities. *(RDR/PI)*	**Table 4-7, #20.** The City shall conduct a study to explore the economic feasibility of using methane to generate electricity. (PSR) **New implementation measure:** The City shall conduct a study to evaluate the feasibility of creating a local assessment district or other financing mechanism to fund installation of renewable energy measures, including rooftop solar systems or other technology.
U 6.1.7 Solar Access. The City shall ensure, to the extent feasible, that sites, subdivisions, landscaping, and buildings are configured and designed to maximize and protect solar access. *(RDR)*	**New implementation measure:** The City shall prepare solar access guidelines for new development, including standards for sites, subdivisions, buildings and landscaping; as well as the exceptions and exclusions for solar access.
U 6.1.8 Other Energy Generation Systems. The City shall promote the use of locally shared solar, wind, and other energy generation systems as part of new planned developments. *(RDR/*	
U 6.1.9 Green Businesses. The City shall assist regional organizations in efforts to recruit businesses to Sacramento that research, develop, manufacture, utilize, and promote energy efficiency, conservation, and advanced renewable technologies such as waste-to-energy facilities. *(IGC/*	

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GOALS AND POLICIES	**IMPLEMENTATION MEASURES**
Element: Utilities	
U 6.1.10 Energy Rebate Programs. The City shall promote energy rebate programs offered by local energy providers to increase energy efficiency in older neighborhoods and developments. *(IGC/JP/*	
U 6.1.11 Energy Efficiency Improvements. The City shall develop and implement energy efficiency standards for existing buildings and provide incentives to property owners to make improvements necessary to meet minimum energy efficiency standards upon sale of a property or change of lease of rental properties. *(RDR/MPSP)*	**Table 4-7, #11.** The City shall review, update and enforce its existing Residential Energy Conservation Ordinance (RECO) in Title 15.76 of the City Code to be consistent with the targets and programs established in the City's Green Building Program, Climate Action Plan, and other related programs or policies.*(PSR)* **Table 4-7, #22.** The City shall conduct a study to explore the feasibility of requiring renovated buildings to meet a high level of energy efficiency. *(RDR/PSR)* **Table 4-7, #23.** The City shall prepare, adopt, and implement energy efficiency standards for residential rental properties. *(RDR)*
U 6.1.12 Energy Efficiency Audits. The City shall continue to work with the Sacramento Metropolitan Utility District to conduct energy efficiency audits of existing buildings. *(MPSP)*	**Table 4-7, #11.** The City shall review, update and enforce its existing Residential Energy Conservation Ordinance (RECO) in Title 15.76 of the City Code to be consistent with the targets and programs established in the City's Green Building Program, Climate Action Plan, and other related programs or policies.*(PSR)*
U 6.1.13 Energy Efficient Incentives. The City shall develop incentives to encourage the use of energy efficient vehicles, equipment, and lighting. *(MPSP)*	
U 6.1.14 Sustainable Development and Resource Conservation Education. The City shall work with appropriate agencies to develop educational materials and activities for residents and developers regarding the objectives and techniques of sustainable development and resource conservation. *(IGC/JP/PI)*	**Table 4-7, #24.** The City shall develop a public information program to promote sustainable development and resource conservation such as responsible purchasing and recycling. *(PI)*

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GOALS AND POLICIES	**IMPLEMENTATION MEASURES**
Element: Education, Recreation, and Culture	
ERC 1.1.1 School Locations. The City shall work with school districts at the earliest possible opportunity to provide school sites and facilities that are located in the neighborhoods they serve. *(IGC)*	**Table 4-8, New Implementation Measure -** The City shall work with school districts to conduct a study in establishing general areas where school sites are deficient.
ERC 1.1.2 Locational Criteria. The City shall continue to assist in reserving school sites based on each school district's criteria, the school siting guidelines of the California Department of Education, and on the City's following location criteria: • Locate elementary schools on sites that are safely and conveniently accessible, and away from heavy traffic, excessive noise, and incompatible land uses. • Locate school sites centrally with respect to their planned attendance areas. • Locate schools in areas where established and/or planned walkways, bicycle paths, or greenways link schools with surrounding uses. • Locate, plan, and design new schools to be compatible with adjacent uses. *(RDR/IGC)*	
ERC 1.1.3 Schools in Urban Areas. The City shall work with school districts in urban areas to explore the use of existing smaller sites to accommodate lower enrollments, and/ or higher intensity facilities (e.g., multi-story buildings, underground parking, playgrounds on roofs, or parking areas). *(IGC)*	
ERC 1.1.5 School Transit Plans. The City shall continue to work with school districts to prepare and adopt school transit plans to reduce automobile trips and increase the use of other transportation modes to schools. *(IGC)*	
ERC 2.1.2 Connected Network. The City shall connect all parts of Sacramento through integration of recreation and community facilities with other public spaces and rights-of-way (e.g., buffers, medians, bikeways, sidewalks, trails, bridges, and transit routes) that are easily accessible by alternative modes of transportation. *(MPSP)*	

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GOALS AND POLICIES	**IMPLEMENTATION MEASURES**
Element: Education, Recreation, and Culture	

ERC 2.2.3 Service Level Goals. The City shall develop and maintain parks and recreational facilities in accordance with the goals in Table ERC 1. *(MPSP/SO)*	
ERC 2.2.4 Meeting Service Level Goals. The City shall require new residential development to dedicate land, pay in-lieu fees, or otherwise contribute a fair share to the acquisition and development of parks or recreation facilities to meet the service level goals in Table ERC 1. For development in urban infill areas were land dedication is not feasible, the City shall explore creative solutions in providing park and recreation facilities that reflect the unique character of the area it serves. *(RDR/MPSP)*	**Table 4-8, #2.** The City shall develop standards for location, design, and programming of parks and recreational facilities in urban infill areas. *(PSR)*
ERC 2.4.3 Connections to Other Trails. The City shall maintain existing and pursue new connections to local, regional, and state trails. *(MPSP/IGC)*	
ERC 3.1.2 Library Siting. The City shall target the siting of libraries in higher-density and infill areas along major arterials and transit service routes to provide convenient access to Sacramento residents. *(MPSP)*	
ERC 4.1.2 Accessible Facilities and Programs. The City shall encourage the development of arts and cultural facilities and programs that are accessible to all residents (e.g., affordable and accessible by various travel modes). *(MPSP/IGC/JP)*	

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GOALS AND POLICIES	IMPLEMENTATION MEASURES
Element: Public Health & Safety	
PHS 4.1.1 Multi-Hazard Emergency Plan. The City shall maintain and implement the Multi-Hazard Emergency Plan to address disasters such as earthquakes, flooding, dam or levee failure, hazardous material spills, epidemics, fires, extreme weather, major transportation accidents, and terrorism. *(MPSP)*	**Table 4-9, #16.** The City shall review and update its Multi Hazard Emergency Plan every 5 years. *(MPSP)*
PHS 4.1.3 Emergency Operations Center. The City, in conjunction with other local, State, and Federal agencies, shall ensure operational readiness of the Emergency Operations Center (EOC), conduct annual training for staff, and maintain, test, and update equipment to meet current standards. *(SO/IGC)*	
PHS 4.1.4 Emergency and Disaster Preparedness Exercises. The City shall coordinate with local and regional jurisdictions to conduct emergency and disaster preparedness exercises to test operational and emergency plans.	**Table 4-9, #17.** The City shall conduct annual emergency response training for city staff. *(SO)*
PHS 4.1.5 Mutual Aid Agreements. The City shall continue to participate in mutual aid agreements to ensure adequate resources, facilities, and other support for emergency response. *(MPSP/IGC)*	
PHS 4.1.6 Education Programs. The City shall sponsor and support educational programs regarding emergency response, disaster preparedness protocols and procedures, and disaster risk reduction. *(PI)*	
PHS 5.1.7 Healthy Communities. The City shall encourage the planning of new communities and revitalization of existing health by encouraging a healthier living environment that includes walkable neighborhoods, access to recreation and open space, healthy foods, medical services, and public transit. *(RDR)*	
PHS 5.1.9 Active Living. The City shall promote active living (i.e., a lifestyle that incorporates physical activity into the routines of daily life) by establishing pedestrian and bicycle connections between neighborhoods, centers, corridors, and transportation facilities. *(RDR)*	

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ER 1.1.1 Conservation of Open Space Areas. The City shall conserve and where feasible create or restore areas that provide important water quality benefits, such as riparian corridors, buffer zones, wetlands, undeveloped open space areas, levees and drainage canals for the purpose of protecting water resources in the City's watershed, creeks and the Sacramento and American rivers. *(RDR/MPSP)*	
GOAL ER 2.1 **Natural and Open Space Protection.** Protect and enhance open space, natural areas, and significant wildlife and vegetation in the city as integral parts of a sustainable environment within a larger regional ecosystem.	
ER 2.1.1 Resource Preservation. The City shall encourage new development to preserve on-site natural elements that contribute to the community's native plant and wildlife species value and to its aesthetic character. *(RDR/MPSP)*	
ER 2.1.2 Conservation of Open Space. The City shall continue to preserve, protect, and provide access to designated open space areas along the American and Sacramento rivers, floodways, and undevelopable floodplains. *(MPSP/IGC)*	
ER 2.1.3 Natural Lands Management. The City shall promote the preservation and restoration of contiguous areas of natural habitat throughout the city and support their integration with existing and future regional preserves. *(RDR/IGC)*	
ER 2.1.4 Retain Habitat Areas. The City shall retain plant and wildlife habitat areas where there are known sensitive resources (e.g., sensitive habitats, special-status, threatened, endangered, candidate species, and species of concern). Particular attention shall be focused on retaining habitat areas that are contiguous with other existing natural areas and/or wildlife movement corridors. *(RDR/*	

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ER 2.1.5 Riparian Habitat Integrity. The City shall preserve the ecological integrity of, creek corridors, canals, and drainage ditches that support riparian resources by preserving native plants and removing invasive nonnative plants. If not feasible, adverse impacts on riparian habitat shall be mitigated by the preservation and/or restoration of this habitat at a 1:1 ratio, in perpetuity. *(RDR/*	
ER 2.1.6 Wetland Protection. The City shall preserve and protect wetland resources including creeks, rivers, ponds, marshes, vernal pools, and other seasonal wetlands. If not feasible, the mitigation of all adverse impacts on wetland resources shall be required in compliance with State and Federal regulations protecting wetland resources, and if applicable, threatened or endangered species. Additionally, the City shall require either on or offsite permanent preservation of an equivalent amount of wetland habitat to ensure no net loss of value and/or function. *(RDR/IGC)*	
ER 2.1.7 Annual Grasslands. The City shall preserve and protect grasslands and vernal pools that provide habitat for rare and endangered species. If not feasible, the mitigation of all adverse impacts on annual grasslands shall comply with State and Federal regulations protecting foraging habitat for those species known to utilize this habitat. *(RDR/IGC)*	
ER 2.1.8 Oak Woodlands. The City shall preserve and protect oak woodlands, and/or significant stands of oak trees in the city that provide habitat for common native, and special-status wildlife species. If not feasible, the mitigation of all adverse impacts on oak woodlands shall comply with the standards of the *Oak Woodlands Conservation Act*. *(RDR)*	
ER 2.1.9 Wildlife Corridors. The City shall preserve, protect, and avoid impacts to wildlife corridors. If corridors are adversely affected, damaged habitat shall be replaced with habitat of equivalent value. *(RDR/MPSP)*	

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GOAL ER 3.1 **Urban Forest.** Manage the city's urban forest as an environmental, economic, and aesthetic resource to improve Sacramento residents' quality of life.	
ER 3.1.1 Urban Forest Management Plan. The City shall maintain and implement an Urban Forest Management Plan. *(MPSP)*	**Table 4-10, #3.** The City shall review and update its Urban Forest Management Plan every 5 years. *(MPSP)*
ER 3.1.2 Manage and Enhance. The City shall continue to plant new trees, ensure new developments have sufficient right-of-way width for tree plantings, manage, and care for all publicly owned trees, and work to retain healthy trees. *(RDR/MPSP/*	**Table 4-10, #5.** The City shall work with the Sacramento Tree Foundation to prepare and continually update an inventory of trees within the city. *(PSR)*
ER 3.1.3 Trees of Significance. The City shall require the retention of trees of significance (such as heritage trees) by promoting stewardship of such trees and ensuring that the design of development projects provides for the retention of these trees wherever possible. Where tree removal cannot be avoided, the City shall require tree replacement or suitable mitigation. *(RDR/*	**Table 4-10, #6.** The City shall prepare and adopt an ordinance to require tree replacements or suitable mitigation for loss of heritage trees. *(RDR/MPSP)* **Table 4-10, #5.** The City shall work with the Sacramento Tree Foundation to prepare and continually update an inventory of trees within the city. *(PSR)*
ER 3.1.5 Solar Access. The City shall promote plantings and tree placement that recognizes the value of solar access for alternative energy systems. *(RDR/*	
ER 3.1.6 Urban Heat Island Effects. The City shall continue to promote of planting shade trees with substantial canopies, and require where feasible site design which uses trees to shade rooftops, parking facilities, streets, and other facilities to minimize heat island effects. *(RDR/PI)*	
ER 3.1.7 Shade Tree Planting Program. The City shall continue to provide shade trees along street frontages within the city. *(MSPS)*	

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ER 3.1.8 Public Education. The City shall promote the importance and benefits of trees and of the urban forest through awareness, partnerships, and efforts that educate residents on the best methods of planting and maintaining trees. *(IGC/JP/PI)*	
ER 3.1.9 Funding. The City shall provide adequate funding to manage and maintain the city's urban forest on City property, including tree planting, training, maintenance, removal, and replacement. *(SO/FB)*	
ER 4.1.1 Locally Grown and Organic Foods. The City shall provide venues for farmer's markets, particularly in areas that lack access to fresh and healthy foods, and encourage serving locally grown and organic foods at City public facilities. *(RDR/PI)*	
ER 4.1.2 Community and Rooftop Gardens. The City shall promote urban agriculture by supporting community and rooftop gardens and recognize their value in providing fresh food in urban areas in addition to their recreational, community building, landscaping, and educational value. *(RDR/PI)*	**Table 4-10, #7.** The City shall amend the Parks and Recreation Master Plan to promote community gardens in both new growth and infill development areas. *(RDR/PI)*
GOAL ER 4.2 **Growth and Agriculture.** Support preservation and protection of agricultural lands and operations outside of the city for their value for open space, habitat, flood protection, aesthetics, and food security by working with surrounding jurisdictions.	
ER 4.2.1 Protect Agricultural Lands. The City shall encourage infill development and compact new development within the existing urban areas of the city in order to minimize the pressure for premature conversion of productive agricultural lands for urban uses. *(RDR)*	**Table 4-10, #8.** The City shall establish land use restrictions such as agricultural conservation easements to protect the land for agricultural use in perpetuity. *(RDR)*

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ER 4.2.2 Permanent Preservation. The City shall work with the County, Natomas Basin Conservancy, and other entities to protect and permanently preserve a one-mile buffer outside of the current city limits as of adoption of the General Plan to preserve viable agricultural activities and as a community separator between Sutter and Sacramento Counties and along the Sacramento River. *(IGC/JP)*	**Table 4-10, #8.** The City shall establish land use restrictions such as agricultural conservation easements to protect the land for agricultural use in perpetuity. *(RDR)*
ER 4.2.3 Coordinate to Protect Farmland. The City shall continue to work with County and other adjacent jurisdictions to implement existing conservation plans to preserve prime farmland and critical habitat outside the city. *(RDR/ IGC)*	**Table 4-10, #8.** The City shall establish land use restrictions such as agricultural conservation easements to protect the land for agricultural use in perpetuity. *(RDR)*
ER 4.2.4 Development Adjacent to Agriculture. The City shall require open space or other appropriate buffers for new development abutting agricultural areas to protect the viability of existing agricultural operations outside of the city and ensure compatibility of uses with residents in adjacent areas. *(RDR)*	
ER 6.1.1 Maintain Standards. The City shall work with the California Air Resources Board and the Sacramento Metropolitan Air Quality Management District to meet State and Federal ambient air quality standards. *(RDR)*	**Table 4-10, #16.** The City shall conduct a study to recommend and develop new processes to improve monitoring and enforcement of all CEQA mitigation measures, including air quality measures. *(PSR)*
ER 6.1.2 Emissions Reduction. The City shall require development projects that exceed the Sacramento Metropolitan Air Quality Management District ROG and NOX operational thresholds to incorporate design or operational features that reduce emissions equal to 15 percent from the level that would be produced by an unmitigated project. *(RDR)*	
GOAL ER 6.1 **Improved Air Quality.** Improve the health and sustainability of the community through improved regional air quality and reduced greenhouse gas emissions that contribute to climate change.	

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ER 6.1.3 Greenhouse Gas Reduction Goal. The City shall work with the California Air Resources Board to comply with statewide greenhouse gas reduction goals as established in the *Global Warming Solutions Act of 2006 for 2020* and any subsequent targets. *(RDR)*	**Table 4-10, #10.** The City shall work with the Sacramento County, SACOG, Sacramento Metropolitan Air Quality Management District, and the California Air Resources Board to develop and annually update the city's Greenhouse Gas Emissions Inventory. *(PSR)* **Table 4-10, #11.** The City shall develop and adopt a climate action plan that monitors climate change impacts and outlines a strategy for reducing greenhouse gas emissions and adapting to climate change. The climate action plan will include the following: • a clear timeline for completion (2009-2011); • an inventory of emissions; • reduction targets consistent with AB 32 and the City's' Sustainability Master Plan; • specific reduction strategies that will help to achieve reduction targets; • monitoring and reporting requirements, to ensure that reduction targets are updated over time; • adaptive management strategies that respond to the changing environment associated with climate change. The City shall work with the Sacramento Metropolitan Air Quality Management District, the California Air Resources Board, and other appropriate agencies to ensure that the City's climate action plan is regionally consistent, and pursue state funding to implement the plan. The Climate Action Plan, once adopted, shall be incorporated into the General Plan.*(MPSP/FB)* **Table 4-10, #12.** The City shall submit an annual report to the City Council on implementation of the Climate Action Plan. The report shall be made available to the public and responsible city officials. *(PSR)* **Table 4-10, #16.** The City shall establish a plan and process to improve monitoring and enforcement of all CEQA mitigation measures, including air quality measures.

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New Policy: The City shall continue to assess and monitor the effects of climate change.	
ER 6.1.4 Citywide Greenhouse Gas Assessment. The City shall comply with pertinent State regulations to assess citywide greenhouse gas emissions for existing land uses and the adopted General Plan build-out.	**Table 4-10, #10.** The City shall work with the Sacramento County, SACOG, Sacramento Metropolitan Air Quality Management District, and the California Air Resources Board to develop and annually update the city's Greenhouse Gas Emissions Inventory. *(PSR)* **Table 4-10, #11.** The City shall develop and adopt a climate action plan that monitors climate change impacts and outlines a strategy for reducing greenhouse gas emissions and adapting to climate change. The climate action plan will include the following: • a clear timeline for completion (2009-2011); • an inventory of emissions; • reduction targets consistent with AB 32 and the City's' Sustainability Master Plan; • specific reduction strategies that will help to achieve reduction targets; • monitoring and reporting requirements, to ensure that reduction targets are updated over time; • adaptive management strategies that respond to the changing environment associated with climate change. The City shall work with the Sacramento Metropolitan Air Quality Management District, the California Air Resources Board, and other appropriate agencies to ensure that the City's climate action plan is regionally consistent, and pursue state funding to implement the plan. The Climate Action Plan, once adopted, shall be incorporated into the General Plan.*(MPSP/FB)* **Table 4-10, #12.** The City shall submit an annual report to the City Council on implementation of the Climate Action Plan. The report shall be made available to the public and responsible city officials. *(PSR)*

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ER 6.1.5 Greenhouse Gas Reduction in New Development. The City shall reduce greenhouse gas emissions from new development by discouraging auto-dependent sprawl and dependence on the private automobile; promoting water conservation and recycling, development that is compact, mixed use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning, promoting water conservation and recycling improving the Jobs / housing ratio in each community; and other methods of reducing emissions. *(RDR)*	**Table 4-10, #11.** The City shall develop and adopt a climate action plan that monitors climate change impacts and outlines a strategy for reducing greenhouse gas emissions and adapting to climate change. The climate action plan will include the following: • a clear timeline for completion (2009-2011); • an inventory of emissions; • reduction targets consistent with AB 32 and the City's' Sustainability Master Plan; • specific reduction strategies that will help to achieve reduction targets; • monitoring and reporting requirements, to ensure that reduction targets are updated over time; • adaptive management strategies that respond to the changing environment associated with climate change. The City shall work with the Sacramento Metropolitan Air Quality Management District, the California Air Resources Board, and other appropriate agencies to ensure that the City's climate action plan is regionally consistent, and pursue state funding to implement the plan. The Climate Action Plan, once adopted, shall be incorporated into the General Plan. *(MPSP/FB)* **Table 4-10, #12.** The City shall submit an annual report to the City Council on implementation of the Climate Action Plan. The report shall be made available to the public and responsible city officials. *(PSR)*
ER 6.1.6 New Development. The City shall review proposed development projects to ensure projects incorporate feasible measures that reduce construction and operational emissions for reactive organic gases, nitrogen oxides, and particulate matter (PM10 and PM2.5) through project design. *(RDR)*	
ER 6.1.9 Coordination with SMAQMD. The City shall coordinate with the Sacramento Metropolitan Air Quality Management District (SMAQMD) to ensure projects incorporate feasible mitigation measures if not already provided for through project design. *(RDR/IGC)*	

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ER 6.1.10 Reduced Emissions. The City shall promote reduced idling, trip reduction, routing for efficiency, and the use of public transportation, carpooling, and alternate modes of transportation for operating City departments. *(SO)*	**Table 4-10, #14.** The City shall enforce its existing ordinance that limits idling of diesel vehicles used in construction projects. *(PSR)*
ER 6.1.11 Fleet Operations. The City shall continue to purchase low-emission vehicles for the City's fleet and to use available clean fuel sources for trucks and heavy equipment. *(SO)*	
ER 6.1.12 Zero-Emission and Low-Emission Vehicle Use. The City shall encourage the use of zero-emission vehicles, low emission vehicles, bicycles and other non-motorized vehicles, and car-sharing programs by requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles. *(RDR/PI)*	
ER 6.1.13 Preference for Reduced-Emission Equipment. The City shall give preference to contractors using reduced emission equipment for City construction projects and contracts for services as well as businesses which practice sustainable operations. (e.g., garbage collection). *(SO/JP)*	
ER 6.1.14 Transportation Systems Management and Trip Reduction. The City shall encourage all City employees to use means other than a single-occupant vehicle for their daily work commute. *(PI)*	
ER 6.1.15 Wood Stove/Fireplace Replacement. The City shall promote the replacement of non-EPA certified fireplaces and woodstoves and encourage city residents to participate in SMAQMD's Wood Stove and Wood Fireplace Change-Out Incentive Program. *(SO/JP)*	

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ER 6.1.16 Employer Education Programs. The City shall encourage employers to participate in SMAQMD public education programs. *(IGC/JP/PI)*	**Table 4-10, #15.** The City shall develop a public information program to encourage employees to use alternative modes of transportation (e.g., public transit, carpool, walking, biking) to get to work. *(PI)*
ER 6.1.17 Air Quality Education. The City shall educate the public about air quality standards, health effects, and efforts they can make to improve air quality and reduce greenhouse gas emissions in the Sacramento region. *(PI)*	**Table 4-10, #12.** The City shall submit an annual report to the City Council on implementation of the Climate Action Plan. The report shall be made available to the public and responsible city officials. *(PSR)* **Table 4-10, #15.** The City shall develop a public information program to encourage employees to use alternative modes of transportation (e.g., public transit, carpool, walking, biking) to get to work. *(PI)*

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EC 2.1.2 Interagency Levee Management. The City shall work with local, regional, State, and Federal agencies to ensure new and existing levees are adequate in providing flood protection. *(IGC)*	
EC 2.1.5 Floodplain Requirements. The City shall regulate development within floodplains in accordance with State and Federal requirements and maintain the City's eligibility under the National Flood Insurance Program. *(RDR)*	**Table 4-11, # 44.** The City shall update the General Plan for consistency with AB 162 (chaptered December 2007) (Government Code 65302) related to flooding. *(MPSP)*

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