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December 19, 2008

Tom Pace
City of Sacramento Planning Department
New City Hall
915 I Street, 3d Floor
Sacramento, CA 95814

RE: General Plan Update

Dear Tom:

In anticipation of our meeting later this month I am enclosing our specific proposed changes to the General Plan policies and implementation measures that we have already discussed. In addition, after hearing the City Council discuss its liveability goals for Sacramento, we decided to submit a few more changes for your consideration.

Thank you for sending me the SMAQMD's recommendations. Many of their proposed changes reflect our earlier discussions about strengthening policies, and we support the air district's proposals.

Our proposed changes are as follows:

ER 3.1.6 Urban Heat Island Effects
The City shall ~~continue to promote planting shade trees with substantial canopies, and~~ require site design which uses trees to shade rooftops, parking facilities, streets, and other facilities to minimize heat island effects.
(Note: This could be part of the green building ordinance.)

ER 6.1.3 Greenhouse Gas Reduction Goal
In Table 4-10, #11, re developing and adopting a climate action plan: Add: The climate action plan shall be adopted as a General Plan Amendment and incorporated into the General Plan.

ER 6.1.10 Reduced Emissions
Table 4-10, #14: The City shall ~~conduct a study to explore ways to~~ enforce its existing ordinance that limits idling of diesel vehicles used in construction projects.

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. Any fireplace inserts or woodstoves in new development shall be EPA-certified.

LU 1.1.5 Infill Development
Table 4-2,#2: By [date certain] the City shall prepare a comprehensive update of the Infill Strategy. . . . The Infill Strategy shall be included in the Climate Action Plan.

LU 2.6.1 Sustainable Development Patterns
Table 4-7, #10: The City shall ~~conduct a study to explore the feasibility of renovating~~ implement a program to renovate existing buildings to a higher level of water efficiency.
(Note: AG's Mitigation List: "[I]mplement a program to renovate existing buildings to require a higher level of water efficiency.")

Table 4-7, #11: The City shall ~~conduct a study to explore the feasibility of developing and implementing~~ adopt an energy and water retrofit ordinance for existing development.
(Note: AG's Mitigation List: "Adopt ordinances requiring energy and water efficiency upgrades as a condition of issuing permits for renovations or additions, and on the sale of residences and buildings.")

LU 2.6.3 Sustainable Building Practices
Table 4-7, #9: The City shall, ~~in concert with its regional partners,~~ develop, adopt, and maintain a green building rating program and ordinance by [date certain]. . . . If feasible, the City shall adopt its ordinance in concert with its regional partners.
(Note: The green building ordinance should be made part of the Climate Action Plan.)

LU 2.6.6 Heat Island Effect
~~The City~~ New development shall ~~seek to~~ reduce the "heat island effect" by ~~promoting~~ incorporating such features as reflective roofing, green roofs, light-colored pavement, and urban shade trees and by reducing the unshaded extent of parking lots.
(Note: The City should address these features in its green building ordinance or consider how these features could be made part of its Climate Action Plan.)
(Note: AG's Mitigation List: "Adopt a 'heat island' mitigation plan that requires cool roofs, cool pavements, and strategically placed shade trees. Adopt a program of building permit enforcement for re-roofing to ensure compliance with existing state building requirements for cool roofs on non-residential buildings.")

LU 5.1.5 Vertical and Horizontal Mixed-use
~~The City shall encourage the~~ New commercial centers and mixed-use centers shall, wherever feasible, incorporate vertical and horizontal integration of uses, ~~within commercial centers and mixed-use centers,~~ particularly residential and offices uses over ground floor retail.

GOAL LU 10.1 Growth and Change Beyond the Policy Area
Add as implementation measure or policy: A phasing plan shall be developed that ensures that any new development beyond the Policy Area will not hamper the City's achievement of infill development. The City shall not annex any areas in its Sphere of Influence until the phasing plan is completed.

U 6.1.2 Peak Electric Load Reduction of City Facilities
U 6.1.3 City Fleet Fuel Consumption Reduction
U 6.1.4 Energy Efficiency of City Facilities
Table 4-7, #21: The City shall prepare and implement, as funding permits, a plan to achieve energy efficiency targets.

U 6.1.11 Energy Efficiency Improvements
New implmentation measure: The City shall ~~conduct a study to review and~~ update and enforce the existing residential energy conservation ordinance (RECO). . . .

We look forward to meeting with you to discuss the General Plan Update. Please call me if you have any questions.

Sincerely,

LISA TRANKLEY
Deputy Attorney General

For EDMUND G. BROWN JR.
Attorney General

LT:

SA2007900405
Document in ProLaw

City of Sacramento - GHG Mitigation Measures for 2030 General Plan
Suggestions from SMAQMD dated Dec 12, 2008
AG's suggestions dated Dec 19, 2008

Policy Reference and Comment Source	Original General Plan Policy or Implementation Program Text	SMAQMD/AG comments & suggested modifications	City comments/responses/ recommendations
ER 3.1.6 AG	**Urban Heat Island Effects**: The City shall continue to promote planting shade trees with substantial canopies, and site design which uses trees to shade rooftops, parking facilities, streets and other facilities to minimize heat island effects.	Modify as follows: The City shall ~~continue to promote planting shade trees with substantial canopies, and~~ require site design which uses trees to shade rooftops, parking facilities, streets and other facilities to minimize heat island effects.	Staff recommendation: only add the phrase "require where feasible" where the AG has suggested "require". Keep the phrase "continue to promote…" Note: The City should continue to promote planting of shade trees, even where we do not have regulatory oversight, thus there is no need to remove the language that the AG has suggested. Also, see related City response to SMAQMD and AG suggestions re: LU 2.6.6 below. CITY COST: Minimal; implement through normal permitting process. CUSTOMER COST: Possible net savings over time due to reduced energy usage.
ER 6.1.5 SMAQMD	**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 development that is compact, mixed-use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning, and improving the jobs/housing ratio of each community.	SMAQMD: Add goals that new development will also promote water conservation and recycling	Staff recommendation: Add the phrase "promote water conservation and recycling" to this policy. CITY COST: Minimal; implement through normal permit process. CUSTOMER COST: Possible savings in energy and water costs.
ER 6.1.3 SMAQMD AND AG	**Greenhouse Gas Reduction Goal**: The City shall work with the CARB to comply with statewide GHG reduction goals as established by AB32 and any subsequent targets.	SMAQMD: **Implementation: Climate Action Plan** Will the CAP be made part of General Plan? City operations? Community operations? Shouldn't there be a City-wide development	Staff already recommended to Council that the implementation measure be modified to clarify that the CAP, once adopted, will be incorporated into the General Plan (see Dec 2 staff report, supplemental materials, list of mitigation measures and recommended

		committee?	changes). CITY COST: Climate Action Plan consultant costs ranging from $50,000 to $300,000, likely less if in-house staff resources are used to prepare the Climate Action Plan. CUSTOMER COST: n/a, encompassed in other measures in this table.
ER 6.1.10 AG	**Reduced Emissions.** The City shall conduct a study to explore ways to enforce its existing ordinance that limits idling of diesel vehicles used in construction projects.	Modify as follows: "The City shall ~~conduct a study to explore ways to~~ enforce its existing ordinance that limits idling of diesel vehicles used in construction projects."	Staff recommendation: Revise the implementation program as follows: "The City shall continue to enforce its existing ordinance…" Note: Chapter 8.116 of the City Code applies to all engine idling within the City limits for vehicles or transport refrigeration units that meet size and classification criteria. Enforcement occurs on a response-to-complaint basis only. CITY COSTS: Minimal; Continuing enforcement on a complaint basis would not incur any new costs CUSTOMER COST: Some cost savings due to reduced fuel consumption.
ER 6.1.15 AG	**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.	Modify as follows. Add a sentence at the end that says, "Any fireplace inserts or woodstoves in new development shall be EPA certified."	Not recommended. The City does not enforce the change-out program, it's the SMAQMD's responsibility. Furthermore, the change-out program is designed to reduce particulate matter pollution and does not necessarily have any GHG reduction benefits. The AG should consult with SMAQMD about how to monitor and enforce this program.
LU 1.1.5 AG	**Infill Development.**	Table 4-2, Implementation Program #2 – suggest that program identify a date for completion of the infill strategy update, and to add "The Infill Strategy shall be included in the Climate Action Plan."	Not recommended. The idea that the entire Infill Strategy, proposed here to be updated, should be included in the yet-to-be initiated Climate Action Plan is too broad and unpredictable. City staff should have the discretion to decide which portions of the infill strategy belong in the CAP and which don't. The Draft General Plan already identified the timeframe to update the Infill Strategy as 2008-2010 (now 2009-2011, given the

			delayed adoption date of the General Plan).
LU 2.1.4 SMAQMD	**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)	Why not require this in new development?	Not recommended – the City's can't require that every development project have a neighborhood center. Some infill projects aren't large enough to contain such a center, and are already located near a mix of uses (e.g. projects along corridors).
LU 2.4.2 SMAQMD	**Responsiveness to Context.** The City shall promote 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)	Why not require this?	Recommended – Change "promote" to "require". CITY COST: Minimal; implement through normal permit process. CUSTOMER COST: None.
LU 2.6.1 AG	**Sustainable Development Patterns.**	Proposed modification to Implementation program #10, Table 4-7, as follows: "The City shall ~~conduct a study to explore the feasibility of renovating~~ implement a program to renovate existing buildings to a higher level of water efficiency." Also, proposed modification to Implementation program #11, Table 4-7, as follows: "The City shall ~~conduct a study to explore the feasibility of developing and implementing~~ adopt an energy an water retrofit ordinance for existing development."	The City's existing RECO ordinance already includes energy and water retrofitting requirements. The City's commitment to reviewing, updating and enforcing this ordinance was already addressed in responses to the AG's original comments on the Draft EIR (see Final EIR, page 4-28). Staff recommends a modification by combining these two implementation programs into one program as follows: "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." (See also response to comment on U 6.1.11 below) CITY COST: Unknown; minimal if customers are required to hire private energy auditors upon sale of their property; potential costs include several FTE staff if the City were to

			fully manage the inspection and verification process, due to the need to hire and train inspectors and administrative staff support to maintain records, process applications & fees, etc. CUSTOMER COST: Hundreds to tens of thousands of dollars for both the energy audit and installation of required improvements; potential energy cost savings over time could partially or wholly offset costs of compliance.
LU 2.6.3 AG and SMAQMD	**Sustainable Building Practices**. The City shall promote sustainable building practices that incorporate a "whole system" 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)	SMAQMD comment: Implementation: green building rating program, checklist, incentives? Why not require this? Proposed ordinance? AG comment: Modify implementation program #9 in Table 4-7 as follows: "The City shall~~, in concert with its regional partners,~~ develop, adopt and maintain a green building rating program and ordinance by [date certain]… If feasible, the City shall adopt its ordinance in concert with its regional partners."	Recommendation – Change Policy LU 2.6.3 as suggested by SMAQMD, with slight modification, as follows: "The City shall promote and, where appropriate, require sustainable building practices…" The City maintains discretion to determine where sustainable building practices should be enforced, encouraged, or incentivized and will do so through the implementation of its green building programs as authorized by the City Council. Modify Program #9, Table 4-2, as recommended by the AG, with slight modification to ensure formatting consistent with other implementation programs: "The City shall~~, in concert with its regional partners,~~ develop, adopt and maintain a green building rating program and ordinance… If feasible, the City shall adopt its ordinance in concert with its regional partners." Timing of implementation should be listed in Table 4-7 as 2012-2015. CITY COST: Mandatory green building programs would require initial staff training costs that could exceed $100,000. Additional FTE positions could be needed in order to effectively staff a green building program if applied to both existing and new construction.

			Could be wholly or partially offset by new fees for services, subject to further study. CUSTOMER COST: Minimal with initial voluntary program, rising under mandatory codes or standards from 0 to 3% increase in up-front construction costs, much of which may be off-set by long-term energy and water savings.
LU 2.6.4 SMAQMD	**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)	Why not require this?	Not recommended – not all structures can be required to be retained. Not feasible.
LU 2.6.5 SMAQMD	**Green Building Retrofit** The City shall promote the retrofitting of existing structures with green building technologies/practices and encourage structures under renovation to be built to a green building standard such as LEED**.**	How will this be done? (reference to a committee for development around CSUS??) How about "The City shall adopt energy and water efficiency retrofit ordinances that require upgrades upon sale or permit for renovations.."	Staff already added an implementation program in response to the AG's concerns that says we will review, update and enforce our RECO ordinance (see response to 2.6.1 above and U 6.1.11 below).
LU 2.6.6 AG and SMAQMD	**Heat Island Effect**. The City shall seek to reduce the "heat island effect" by promoting such features as reflective roofing, green roofs, light colored pavement, and urban shade trees and reducing the un-shaded extent of parking lots. (RDR)	Why not require this? (Implementation? "City shall conduct a feasibility study to evaluate the development & implementation of City wide design review?")	Recommend modifying policy LU 2.6.6 as follows – "The City shall ~~seek to~~ 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 reducing the un-shaded extent of parking lots Note: Table 4-7, Implementation Program #14, already requires the City to amend the City Code to establish additional standards for building and site design to minimize heat gain. Staff recommends modifying this program as follows: "The City shall amend the Sacramento City Code to establish additional standards for building and site design to incorporate measures such as cool roofing, green roofs, light-colored pavement, or other measures, to

			minimize heat gain. Such standards shall be incorporated into the City's Green Building Program and Climate Action Plan, as appropriate." CITY COST: Minimal; implement through normal permit process. CUSTOMER COST: Initial cost increases, depending on measure(s) selected; could be offset, wholly or partially, by energy savings due to reduced cooling needs.
LU 2.8.5 SMAQMD	**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)	Why not require this?	Not recommended. Jobs-Housing Balance cannot be required. However, our General Plan already provides for a significant amount of infill, mixed-use development, multi-modal transportation, and other policies & standards which can help achieve a better balance between housing and jobs.
LU 4.1.1 SMAQMD	**Mixed-use Neighborhoods**. The City shall promote neighborhood design that incorporates a compatible and complementary mix of residential and non-residential (e.g., retail, parks, schools) uses that address the basic daily needs of residents and employees. (RDR)	Why not require this?	Recommended – change "promote" to "require" CITY COST: Minimal; implement through normal permit process. CUSTOMER COST: None
LU 4.1.3 SMAQMD	**Walkable Neighborhoods**. The City shall encourage the design and development of neighborhoods that makes them more pedestrian-friendly including features such as short blocks; broad and well-appointed 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; and convenient pedestrian street crossings. (RDR/MPSP)	Why not require this?	Recommended – change "encourage" to "require" CITY COST: Minimal; implement through normal permit process. CUSTOMER COST: None
LU 4.2.3 SMAQMD	**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	Does this allow for "stich" type projects, if not, can it be changed to allow for this development type?	Yes.

	units on single family lots (Second Unit Ordinance), and implementing deep lot provisions that allow for additional development on excessively large lots. (RDR)		
LU 4.5.2 SMAQMD	**Compact Neighborhoods**. The City shall encourage 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)	Why not require this?	Recommended – change "encourage" to "require". Note: this is already required as a matter of practice by implementation of the City's Bikeway Master Plan, Pedestrian Master Plan, TOD near LRT stations, etc. CITY COST: Minimal; implement through normal permit process. CUSTOMER COST: None
LU 4.5.3 SMAQMD	**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)	No implementation- This could be made a requirement, or the City could establish a required minimum GreenPoint rating	Table 4-2, Implementation Program #7, already says that the City will develop and implement a green neighborhood design checklist. Compliance with the checklist could be tied to incentives such as reduced fees, expedited entitlement and permit processing, density bonuses, etc. CITY COST: Staff time to prepare checklist; implement through normal permit process. Reduced fees would result in less revenue to the City. CUSTOMER COST: Unknown. Compliance with LEED-ND may not add development costs, if green principles are incorporated at the planning stage. Certification costs range up to several tens of thousands of dollars.
LU 5.1.5 SMAQMD	**Vertical and Horizontal Mixed Use.** The City shall encourage the vertical and horizontal integration of uses, within commercial centers and mixed use centers, particularly residential and office uses over ground floor retail.	Modification to policy as follows: ~~The City shall encourage the~~ New commercial centers and mixed-use centers shall, wherever feasible, incorporate vertical and horizontal integration of uses, ~~within commercial centers and mixed use centers,~~ particularly residential and office uses over ground floor retail.	Staff recommends changing the policy to reflect the intent of the SMAQMD's recommendation as follows: "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." CITY COST: Minimal; implement through normal permit process. CUSTOMER COST: None
LU 5.4.3	**Neighborhood Centers and Destinations**. The	Why not require this?	Staff recommendation: change "encourage" to

SMAQMD	City shall encourage greater pedestrian and bicycle connections between mixed-use regional commercial centers and surrounding neighborhoods. (RDR/MPSP)		"require" CITY COST: Minimal; implement through normal permit process. CUSTOMER COST: Minimal to no additional site paving costs.
LU 5.5.2 SMAQMD	**Transit-oriented Development**. The City shall actively support and encourage mixed-use retail, employment, and residential development around existing and future transit stations (RDR)	Why not require this?	Staff recommendation: change "encourage" to "facilitate" CITY COST: Minimal; implement through normal permit process. CUSTOMER COST: None.
LU 6.1.2 SMAQMD	**Transformed Corridors**. The City shall promote 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)	They should "facilitate" rather than "promote" this policy.	Staff recommendation: change "promote" to "facilitate" CITY COST: Minimal; implement through normal permit process and existing redevelopment programs. Potential unknown future corridor-specific planning costs. CUSTOMER COST: None.
LU 6.1.5 SMAQMD	**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)	Why not require this?	Staff recommendation: keep policy as written. It may not be feasible in all circumstances to require such orientation. It may be preferable, and required through design review, in many cases. However, the City should maintain flexibility on this issue. CITY COST: Minimal; implement through normal permit process. CUSTOMER COST: No added development cost, but if this was made a requirement, it could hurt businesses in auto-dependent areas if parking is inconvenient or less convenient than their competitors'.
LU 6.1.10 SMAQMD	**Corridor Transit**. The City shall encourage 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; and • Roads designed for automobile use, efficient	Why not require this?	Staff recommendation – change "encourage" to "require" CITY COST: Minimal; implement through normal permit process and capital improvement program. CUSTOMER COST: Minimal or no added cost for new development.

	transit service as well as pedestrian and bicycle travel. (RDR/MPSP)		
LU 7.1.2 SMAQMD	**Housing in Employment Centers**. The City shall promote 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)	Why not require this?	Staff recommendation – change "promote" to "require". CITY COST: Minimal; implement through normal permit process. CUSTOMER COST: Depending on market conditions, residential uses in such contexts could make development less costly if there is increased demand, or increase costs if demand is weak.
LU 10 AG	**Growth and Change Beyond the Policy Area**	AG suggested adding the following implementation measure or policy: "A phasing plan shall be developed that ensures that any new development beyond the Policy Area will not hamper the City's achievement of infill development. The City shall not annex any areas in its Sphere of Influence until the phase plan is completed."	Not recommended – ongoing coordination efforts with the County needed. Also, areas within our SOI could be annexed for a variety of reasons, not just for development.
M 1.2.2 SMAQMD	**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. Level of Service Standard for Multi-Modal Districts – The City shall seek to maintain the following standards in multi-modal districts including the Central Business District, areas within ½ mile walking distance of light rail stations, and mixed use-corridors as designated by the City. 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 Level of Service E or better at all times, including peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the	This could be expanded to include a LOS for bicycle and pedestrian facilities	Staff already recommended that new implementation measures be added to address levels of services for non-vehicular modes of travel (see Dec 2, 2008 staff report, supplemental materials, staff comments/recommendations in response to Plan comment # 217 and #218: "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" and "The City shall prepare and adopt multi-modal LOS standards."). CITY COST: Unknown staff and consultant costs to establish policies and procedures and amend them into the General Plan. CUSTOMER COST: None.

	achievement of other goals. Congestion in excess of Level of Service E may be acceptable, 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.		
M 1.3.1 SMAQMD	**Grid Network**. The City shall require all new residential, commercial, or mixed-use development that proposes or is required to construct or extend street(s) to develop a transportation network that provides for a well-connected, walkable community, preferably as a grid or modified grid. (RDR)	This should proscribe a minimum connectivity factor and ban cul-de-sacs.	Staff already recommended a new implementation measure be added to address this issue (see Dec 2, 2008 staff report, supplemental materials, response to comment #222: "The City shall prepare and adopt connectivity standards based on a review of standards applied by other municipalities with similar policy goals.") CITY COST: Unknown staff and consultant costs to research and establish standards. CUSTOMER COST: No added cost.
NEW M1.35 SMAQMD	**Don't create barriers**. The City shall promote connectivity between commercial and residential development. Pedestrian/bike/NEV passageways will be required through sound walls	include text that prevents new development from creating barriers to access (an example would be a wall between a new commercial development and existing neighborhood).	Not recommended. See response to comments on LU 5.4.3 above – this policy and staff recommendation to require connectivity should already address this issue. Policy M 1.3.1 Grid Network policy above is also another way to achieve this same goal, by avoiding massive commercial centers that are not broken down into blocks, and by requiring the connections that policy already calls for.
NEW M1.36 SMAQMD	**Facilitate transit** Enhance the ability of all to use transit through the creation of feeder systems to major transit systems.	Explore use of mechanism like County Service Areas (county) or Transit Tax areas (ie Rancho Cordova) for financing.	Not recommended. Policy M 3.1.16 already requires developer contributions for transit facilities and improvements. Additionally, as stated in the response to comments on the Draft EIR (see Final EIR page 4-29), the City is already working on a transportation development impact fee program that would require the collection of fees on all new development in the city to fund transportation improvements.
M 1.4.3 SMAQMD	**Transportation Management Associations**. The City shall encourage commercial, retail, and residential developments to participate in or create Transportation Management Associations. (JP/PI)	Why not require this? Identify a self-taxing mechanism to fund a TMA.	Not recommended. Implementation Program #7 (Table 4-6 in Part 4 of the Plan) states that the City shall update its TSM program consistent with the policies of the General Plan. Further study as part of this

			implementation program may result in significant changes to the City's TSM program and ordinance.
M 2.1.3 SMAQMD	**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; public art; and other amenities. (MPSP)	Why is this limited to "pedestrian oriented streets?" This could apply universally	Not recommended. Note – all of the policies in the Walkable Communities section of the Mobility element refer to "pedestrian-oriented streets" as defined by the Pedestrian Master Plan.
M 2.1.8 SMAQMD	**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 bus stops, schools, parks, and shopping centers. (RDR	This could be amended to require complete streets	Not recommended. See policies in Section M.2 (Complete Streets) for a number of policies that address complete streets in newly developing areas.
M 5.1.14 SMAQMD	**Encourage Bicycle Use**. The City shall encourage bicycle use in neighborhoods where significant segments of the population do not drive and where short trips are most common. (PI)	Why is this limited to certain neighborhoods? This could apply universally	Staff recommendation: edit as follows: "The City shall encourage bicycle use in all neighborhoods, especially ~~where significant segments of the population do not drive and~~ where short trips are most common." CITY COST: Minimal; implement through normal permit and capital improvement processes. CUSTOMER COST: None.
M 9.1.1 SMAQMD	**New Development (Transportation) Fee** 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	Specifically mention complete streets- transit, bike, ped	Not recommended – the policy already says "all modes" (which includes transit, bike, pedestrian, etc)
U 2.1.10 SMAQMD	**Landscaping.** The City shall continue to require the use of water-efficient landscaping in all new development.	Clarify, please, is there an ordinance? You could require the proposed CEQA performance standard ? The City will conduct a study..	There is already an existing City ordinance. (City Code, Chapter 15.92: Landscaping Requirements For Water Conservation).
U 5.1.5 SMAQMD	**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)	This could be amended to require the containerized collection of yard waste, which would eliminate a bicycle hazard and potentially reduce the emissions associated with collection.	Not recommended. The containerized yard waste program is currently voluntary, and could be phased in over time. However, to make this program mandatory would require an amendment to the City Charter, subject to majority voter approval.

			CITY COST: Over $5 million needed to purchase additional green waste containers and adjust collection schedules & service equipment. Could be wholly or partially offset by ratepayer increases CUSTOMER COST: Increased utility costs due to higher rates to pay for new equipment and services.
U 5.1.11 SMAQMD	**Recycled Materials in New construction.** The City shall encourage the use of recycled materials in new construction	Why not use "require" if you'll adopt an ordinance?	Not recommended. Policy U 5.1.12 and the associated implementation (see below) provides for the recycling and reuse to occur, but for all new construction to be required to use such materials may not be cost effective or feasible for all new construction.
U 5.1.12 SMAQMD	**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 eighty-five percent to a certified recycling processor.	Implementation- will there be an ordinance? Could require up to the proposed CEQA performance threshold	Yes. See Table 4-7, Implementation Program #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." The ordinance was already in development at the writing of the General Plan in 2008 and was adopted by the City Council in December 2008.
U6.1.5 SMAQMD	**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.	Implementation? One strategy- work through the neighborhood associations to educate participants in climate change, energy efficiency, behavior change.	Recommendation: Add an implementation program to Table 4-7 as follows: "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)." Responsible Departments: Planning, Economic Development, Development Services; and Neighborhood Services. Timeframe for implementation: 2009-2011 CITY COST: Minimal staff time and resources to develop and provide public information for voluntary program(s), similar to Curtis Park Energy Stars.

			CUSTOMER COST: Potential energy cost savings.
U6.1.11 SMAQMD and AG	**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 property or change of lease of rental properties.	SMAQMD comment: Is this just for rental property or all owners? Is there an ordinance? How implemented? - Could also be implemented through program like that in City of Berkeley. AG comment: add new implementation measure regarding update and enforcement of RECO	In addition to the Implementation Program associated with this policy, which addresses rental properties, staff already added an implementation program (in response to the AG's comments on the DEIR) to review, update and enforce our existing Residential Energy Conservation (RECO) ordinance, which would address energy and water efficiency improvements. (See above response to comments on LU 2.6.1). Also, staff added (in response to the AG's comments on the DEIR) an implementation program to explore the feasibility of the Berkeley FIRST model. CITY COST: Unknown; minimal if customers are required to hire private energy auditors upon sale of their property; potential costs include several FTE staff if the City were to fully manage the inspection and verification process, due to the need to hire and train inspectors and administrative staff support to maintain records, process applications & fees, etc. CUSTOMER COST: Hundreds to tens of thousands of dollars for both the energy audit and installation of required improvements; potential cost savings over time could partially or wholly offset costs of compliance.

ERRATA
FOR THE
SACRAMENTO 2030 GENERAL PLAN PROJECT (#M04-031)
FINAL MASTER ENVIRONMENTAL IMPACT REPORT
SCH#2007072024

The following changes have been made to the discussion on pages 2-1 through 2-3 in the Final MEIR under the heading "General Plan Policy Changes Consistent with Proposed Mitigation Measures." This text is being added directly to the Final MEIR to demonstrate additional text revisions that are not shown in the Final MEIR. To show the revisions included in this errata any text to be deleted is reflected in ~~strikethrough~~ and new text to be added is shown in double underline.

General Plan Policy Changes Consistent with Proposed Mitigation Measures

In some instances, City staff has revised proposed 2030 General Plan policies to be consistent with proposed policy revisions included in Draft MEIR mitigation measures. Changes to the following policies affect the significance conclusions of impacts in the Draft MEIR: ER 2.1.5, ER 2.1.6, ER 2.1.10, and ER 6.1.8. In addition, new policies have been added to address specific mitigation measures identified in the Draft MEIR; these new policies have not yet been assigned an alphanumeric number. As a result of the policy revisions and the addition of new policies and implementation programs, the following impacts have been reduced to less than significant ~~after 2030 General Plan implementation~~:

Impact #	**Impact Description**
Air Quality	
6.1-6	Implementation of the proposed 2030 General Plan would result in TAC emissions that could adversely affect sensitive receptors. (Revised Policy ER 6.1.8 and Revised Implementation Program 13 have been added to the 2030 General Plan and reduce this impact to a less-than-significant level.)

Revised 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.

Revised 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 Air Quality Management District, to identify health issues, reduce exposure to sensitive receptors, and/or to implement alternative approaches to development that reduce exposure to TAC sources.

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. (Revised Policy ER 6.1.8 and Revised Implementation Program 13 have been added to the 2030 General Plan and reduce this impact to a less-than-significant level.)

Biological Resources

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. (Revised Policy ER 2.1.10 has been added to the 2030 General Plan which reduces this impact to a less-than-significant level.)

Revised Policy ER 2.1.10

Habitat Assessments. The City shall consider the potential impact on sensitive plants 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.

6.3-14 Implementation of the City's 2030 General Plan and regional buildout assumed in the Central Valley could contribute to the cumulative loss of sensitive natural communities including wetlands and riparian habitat in the region. (Revised Policy ER 2.1.10 has been added to the 2030 General Plan which reduces this impact to a less-than-significant level.)

Hydrology and Water Quality

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. (Added new policy (No Net Increase) to ER 1 (Water Resources) to the 2030 General Policy which reduces this impact to a less-than-significant level.)

New policy (No Net Increase)

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 100-year storm event.

6.7-6 Implementation of the 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. (Added new policy (No Net Increase) to ER 1 (Water Resources) to the 2030 General Policy which reduces this impact to a less-than-significant level.)

Noise and Vibration

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. (Added new policy (Vibration Screening Distances) to EC 3 (Noise) to the 2030 General Policy which reduces this impact to a less-than-significant level.)

New policy (Vibration Screening Distances)

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.

6.8-6 Implementation of the 2030 General Plan could permit historic buildings and archaeological 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. (Added new policy (Vibration) to EC 3 (Noise) to the 2030 General Policy which reduces this impact to a less-than-significant level.)

New policy (Vibration)

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.

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. (Added new policy (Vibration Screening Distances) to EC 3 (Noise) to the 2030 General Policy which reduces this impact to a less-than-significant level.)

~~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.~~

~~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.~~

The following impacts will remain significant and unavoidable even with new policies and revised policies included within the 2030 General Plan

Biological Resources

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. (Revised Policy ER 2.1.10 has been added to the 2030 General Plan; however the impact remains significant and unavoidable.)

Revised Policy ER 2.1.10

Habitat Assessments. The City shall consider the potential impact on sensitive plants 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.

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. (Revised Policy ER 2.1.10 has been added to the 2030 General Plan; however the impact remains significant and unavoidable.)

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. (Revised Policy ER 2.1.10 has been added to the 2030 General Plan; however the impact remains significant and unavoidable.)

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. (Revised Policy ER 2.1.10 has been added to the 2030 General Plan; however the impact remains significant and unavoidable.)

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. (Revised Policy ER 2.1.10 has been added to the 2030 General Plan; however the impact remains significant and unavoidable.)

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. (Revised Policy ER 2.1.5 has been added to the 2030 General Plan; however the impact remains significant and unavoidable.)

Revised Policy 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, 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 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. (Revised Policy ER 2.1.6 has been added to the 2030 General Plan; however the impact remains significant and unavoidable.)

Revised Policy 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.

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. (Revised Policy ER 2.1.10 has been added to the 2030 General Plan; however the impact remains significant and unavoidable.)

Noise and Vibration

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. (Added new policy (Interior Vibration Standards) to EC 3 (Noise) to the 2030 General Policy; however the impact remains significant and unavoidable.)

New policy (Interior Vibration Standards)

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.

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. (Added new policy (Interior Vibration Standards) to EC 3 (Noise) to the 2030 General Policy; however the impact remains significant and unavoidable.)

New policy (Interior Vibration Standards)

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.

The following changes have been made to Impact 6.12-1 on pages 6.12-76 through 6.12-84 in the Draft MEIR. These text changes are being added directly to the Final MEIR in Chapter 2, Changes to the Draft MEIR to demonstrate additional text revisions that are not shown in the Final MEIR. To show the revisions included in this errata any text to be deleted is reflected in ~~strikethrough~~ and new text to be added is shown in double underline.

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.**
Applicable Regulations	*None*
Significance Before Mitigation	*Significant*
Mitigation Included in the SGP	*Policies M 1.2.2, M 1.3.1, M 1.3.2, M 1.3.3, M 1.3.4, M 1.3.5, M 1.4.1, and M 1.4.2*
Significance after Mitigation Included in the SGP	*Significant*
Additional Mitigation	**~~Mitigation Measure 6.12-1~~ None available**
Residual Significance	**Significant and Unavoidable**

As discussed above, approximately 60 percent of the roadways evaluated within the city of Sacramento would operate at LOS C or better with the 2030 General Plan. Significant project impacts would occur for 30 of the road segments for the 2030 General Plan, as shown in Table 6.12-9. Table 6.12-9 shows that 23 of the 30 road segments would operate at LOS D, E or F conditions under the 2030 No Project scenario. The remaining 7 road segments would operate at LOS C conditions. As shown in Table 6.12-12, a total of 25 roads along with Tower Bridge and I Street Bridge would need to be widened to operate at LOS C. Widening of these roadways and bridges would not be feasible because it would require the purchase and removal of businesses and residences to accommodate wider roads or modifications to historic structures that may not be feasible due to the structural limitations. However, the 2030 General Plan will add a new Implementation Program in Part 4 of the 2030 General Plan to address potential future river crossings. That Implementation Program reads, "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."

TABLE 6.12-12

NUMBER OF THROUGH LANES REQUIRED TO MITIGATE SIGNIFICANT IMPACTS BASED ON CURRENT SIGNIFICANCE THRESHOLDS FOR ROADWAYS

Roadway	Impact Limits	Existing # of Lanes	2030 # of Lanes	# of Lanes for LOS C	# of Lanes for LOS D-E
12TH STREET	F to L Streets	3	3	5	4
15TH STREET	Broadway to J Street	3	3	4	4
16TH STREET	Broadway to G Street	3	3	5	5

TABLE 6.12-12

NUMBER OF THROUGH LANES REQUIRED TO MITIGATE SIGNIFICANT IMPACTS BASED ON CURRENT SIGNIFICANCE THRESHOLDS FOR ROADWAYS

Roadway	Impact Limits	Existing # of Lanes	2030 # of Lanes	# of Lanes for LOS C	# of Lanes for LOS D-E
29TH STREET	J to Q Streets	3	3	5	4
30TH STREET	J to Q Streets	3	3	4	-
ARDEN WAY	Del Paso to Royal Oaks	4	4	6	-
	Capital City Fwy to Ethan Way	8	8	10	10
BANNON ST	Bercut to 5th Street	2	4	5	-
BROADWAY	15th St to Franklin Blvd	4	4	6	6
BROADWAY	58th to 65th Streets	2	2	4	4
COLLEGE TOWN DRIVE	La Riviera to Hornet	4	4	6	-
COMMERCE PKWY	New Market to Del Paso	6	6	8	-
DEL PASO ROAD	I-5 to Truxel	4	6	8	-
ELKHORN BL	SR 99 to E. Commerce	2	6	8	8
EXPOSITION BL	SR 160 to Tribute	4	4	6	-
FLORIN ROAD	24th St to Franklin Blvd	4	4	8	6
FOLSOM BL	UPRR to Howe Ave	2	4	6	6
HORNET DRIVE	College Town to US 50	4	4	6	-
I STREET	3rd to 16th Streets	4	4	6	5
	16th to 30th Streets	2	2	4	3
I STREET BRIDGE	3rd to 3rd Streets	2	2	6	6
J STREET	3rd to 16th Streets	3	3	4	4
	16th to 30th Streets	3	3	4	4
L STREET	3rd to 16th Streets	3	3	4	4
NATOMAS BLVD	Del Paso Rd to N. Bend Dr	6	6	8	6
RICHARDS BL	Bercut to 5th Street	4	4	5	-
ROSEVILLE ROAD	Marconi Ave to I-80	2	4	6	6
ROYAL OAKS DRIVE	SR 160 to Arden Way	2	2	4	4
SAN JUAN ROAD	El Centro to Orchard	2	2	4	-
TOWER BRIDGE	3rd to 3rd Streets	4	4	8	6
TRUXEL ROAD	I-80 to Gateway Park	8	8	14	10

Notes:
"-" in "# of Lanes for LOS D-E" column indicates that no mitigations are required to provide LOS D-E conditions.
Source: Fehr & Peers, 2007.

A total of 47 roadway segments as well as the Tower Bridge and I Street Bridge would fail to achieve LOS D-E or better conditions under the 2030 General Plan, as shown in Table 6.12-13. Proposed General Plan Policy M 4.1.5 states that the City shall continue

TABLE 6.12-13

NUMBER OF THROUGH LANES REQUIRED TO ACHIEVE PROPOSED ROADWAY LEVEL OF SERVICE (LOS) D-E CONDITIONS

Roadway	Impact Limits	Existing # of Lanes	2030 # of Lanes	# of Lanes for LOS D-E	Feasible to Provide Lanes for LOS D-E?
12th Street	F to L Streets	3	3	4	No
12th/14th Av	SR 99 to 36th Street	2	2	4	No
16th Street	Broadway to G Street	3	3	5	No
29th Street	J to Q Streets	3	3	4	No
65th Street	Folsom Blvd to 14th Ave	4	4	6	No
Alhambra Bl	Folsom Blvd to P Street	2	2	4	No
Arcade Bl	Marysville to Del Paso Blvd	2	2	4	No
Arden Way	Capital City Fwy to Ethan Wy	8	8	10	No
Blair Av	S. Land Park to Freeport Blvd	2	2	4	No
Broadway	15th St to Franklin Blvd	4	4	6	No
Broadway	58th to 65th Streets	2	2	4	No
El Camino Av	Stonecreek Dr to Marysville Blvd	2	2	4	No
El Camino Av	Capital City Fwy to Howe Av	4	4	6	No
El Camino Av	Northgate Blvd to American	2	2	4	No
Elder Creek	65th St to Power Inn Rd	2	4	6	No
Elkhorn Bl	SR 99 to E. Commerce Pkwy	2	6	8	Yes
Florin Perkins	14th Av to Elder Creek Rd	4	4	6	No
Florin Rd	Greenhaven Dr to I-5	4	4	6	No
Florin Rd	24th St to Franklin Blvd	4	4	6	No
Folsom Bl	Howe Av to Watt Av	4	4	8	No
Folsom Bl	UPRR to Howe Av	2	4	6	No
Freeport Bl	Broadway to Seamas Av	4	4	6	No
Fruitridge Rd	Franklin Blvd to SR 99	4	4	6	No
Fruitridge Rd	44th St to Ethel	4	4	6	No
H St	Alhambra Blvd to Carlson Dr	2	2	4	No
Howe Av	American River to US 50	4	6	8	No
Howe Av	US 50 to Folsom Blvd	4	6	8	No
I St	3rd to 16th Streets	4	4	5	No
I St	16th to 30th Streets	2	2	3	No
I St Bridge	3rd to 3rd Streets	2	2	6	No
J St	3rd to 16th Streets	3	3	4	No
J St	16th to 30th Streets	3	3	4	No
L St	3rd to 16th Streets	3	3	4	No
Mack Rd	Meadowview Rd to Franklin Blvd	4	4	6	No
Mack Rd	Tangerine to Center Pkwy	4	4	6	No
Mack Rd	Center Pkwy to Stockton Blvd	4	4	6	No
Martin Luther King Jr. Bl	Broadway to 12th Ave	2	2	4	No
Marysville Bl	I-80 to Arcade Blvd	2	4	6	No
Northgate Bl	Del Paso Rd to N. Market Blvd	4	4	6	No
Northgate Bl	I-80 to W. El Camino Av	4	4	6	No
Raley Bl	Bell Av to I-80	4	4	6	No
Rio Linda Bl	Main St to Bell Av	2	2	4	Yes
Roseville Rd	Marconi Av to I-80	2	4	6	No
Royal Oaks Dr	SR 160 to Arden Wy	2	2	4	No
Silver Eagle	Northgate Blvd to Norwood Av	2	2	4	Yes
Tower Bridge	3rd to 3rd Streets	4	4	6	No
Truxel Road	I-80 to Gateway Park	8	8	10	No

Source: Fehr & Peers, 2008.

to work with adjacent jurisdictions to help fund, evaluate, plan, design, construct, and maintain new river crossings. However, in order to achieve LOS D-E roadways and the two bridges would need to be widened to accommodate more lanes or new bridges would need to be constructed. Additional roadway, transit, bicycle and pedestrian capacity is needed across the rivers to support the land use plan and to link the Central City with adjacent neighborhoods and jurisdictions. The widening of existing roadways or bridges would require right-of-way acquisitions that would not be feasible on all of these roadways (or bridges) with the exception of three roadways (indicated in the table) because widening would require the purchase and removal of homes or businesses or modifications to historic structures. All but seven of those roadway segments would also fail to achieve LOS D-E or better conditions under the 2030 No Project scenario. An assessment of the 47 roadway segments yielded a conclusion that modifying the Street Classification diagram to show added future lanes is feasible for three segments: Elkhorn Boulevard from SR 99 to E. Commerce Parkway (from 6 to 8 lanes), Rio Linda Boulevard from Grand Avenue to the north city limits (from 2 to 4 lanes), and Silver Eagle Road from Northgate Boulevard to Norwood Avenue (from 2 to 4 lanes). Implementation of road widenings for the remaining roadway segments would require right-of-way acquisitions and/or streetscape modifications that would result in significant impacts on adjacent businesses and residences as well as pedestrian and bicycle facilities. The City will amend the Street Classification diagram to identify additional future lanes for these three roadways. The City could instead modify the proposed Level of Service (LOS) policy to exempt the roadways from the proposed LOS D-E goal; however, instead of amending the LOS policy, the City has chosen to modify the Street Classification diagram to show an increased number of through lanes for those three specific roadway segments. For the remaining roadway segments, the City is amending Policy M 1.2.2 in the Mobility section to exempt them from the proposed LOS D-E goal. The City is adding the following text bullets under Policy M 1.2.2:

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 provide further vehicular capacity-enhancing improvements to that road segment or intersection 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 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 or intersections 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 multi-modal districts that are characterized by frequent transit service, enhanced pedestrian and bicycle systems, a mix of uses, and higher density development. This shall include areas within ½ mile walking distance of light rail stations outside the Core Area and mixed-use corridors as designated by the City.

Maintain operations on all roadways and intersections at Level of Service E or better 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. Congestion in excess of Level of Service E may be acceptable, 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.

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 Level of Service D or better 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. Congestion in excess of Level of Service D may be acceptable, 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 provide further vehicular capacity-enhancing improvements to that roadway or intersection 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 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 or intersection in order to conform to the General Plan.

- 12th/14th Avenue: State Route 99 to 36th Street
- 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:65th Street to Watt Avenue
- Freeport Boulevard: Broadway to Seamas Avenue
- Fruitridge Road: Franklin Boulevard to SR 99
- Howe Avenue: American River Drive to Folsom Boulevard
- 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

In addition, there are five special study segments that do not meet the proposed LOS D-E goal. These special study segments include 24th Street, Capitol Mall, Folsom Boulevard, Garden Highway, and J Street. The City is revising Policy M 1.2.2 to exempt five special study segments that would not meet the proposed LOS D-E goal for the 2030 horizon year. The City is adding the following text bullet under Policy M 1.2.2:

e. Modify LOS Policies for Five Special Study Segments- The City shall exempt the following five special study segments, in the event that the Street Classification diagram is modified to reduce the number of lanes on those segments from four lanes to two lanes.

- 24th Street: Meadowview Road to Cosumnes River Boulevard
- Capitol Mall: 3rd Street to 5th Street
- Folsom Boulevard: 34th Street to 47th Street and 59th Street to 65th Street
- Garden Highway: Truxel Road to Northgate Boulevard
- J Street: 43rd Street to 56th Street

Although significant revisions have been made to Policy M 1.2.2. and the Street Classification diagram, these revisions would not be able to reduce the significance of the impact; therefore, the impact would be a potentially significant impact.

~~Because a number of roadways would fail to meet the City's current LOS C standard of significance, this is considered a *potentially significant impact*.~~

Mitigation Measures

Implementation of the above policy language and changes to the Street Classification diagram 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. Implementation of the 2030 General Plan changes summarized above would not be able to reduce the significance of the impact; therefore, the impact would be ***significant and unavoidable***. In addition future crossings of the Sacramento and American rivers would have potential localized impacts including traffic, biological, cultural, and noise. These impacts would be ***significant and unavoidable.***

None available.

~~Forty-seven (47) roadway segments and two bridges (Tower Bridge and I Street Bridge) would not meet the proposed LOS D-E goal. Three mitigation measures are provided for city roadways, as summarized below.~~

> ~~**Mitigation Measure 6.12-1(a)** addresses the two bridges that do not meet the proposed LOS D-E goal. It involves conducting studies to identify the location of new river connections, amending the Street Classification diagram as locations are identified, and constructing new crossings of the Sacramento and American rivers.~~
>
> ~~**Mitigation Measure 6.12-1(b) and (c)** addresses the forty-seven (47) roadway segments that do not meet the proposed LOS D-E goal. An assessment of the 47 roadway segments yielded a conclusion that modifying the Street Classification diagram to show added future lanes is feasible for three segments: Elkhorn Boulevard from SR 99 to E. Commerce Parkway (from 6 to 8 lanes), Rio Linda Boulevard from Grand Avenue to the north city limits (from 2 to 4 lanes), and Silver Eagle Road from Northgate Boulevard to Norwood Avenue (from 2 to 4 lanes). Implementation of road widenings for the remaining roadway segments would require right-of-way acquisitions and/or streetscape modifications that would result in significant impacts on adjacent businesses and residences as well as pedestrian and bicycle facilities. The City shall amend the Street Classification diagram to identify additional future lanes for these three roadways OR modify the proposed Level of Service (LOS) policy to exempt the roadways from the proposed LOS D-E goal. For the remaining roadway segments, the City shall amend the LOS policy to exempt them from the proposed LOS D-E goal.~~
>
> ~~**Mitigation Measure 6.12-1(d)** addresses the five special study segments that do not meet the proposed LOS D-E goal. It involves modifying the proposed Level of Service policy to exempt five special study segments that would not~~

~~meet the proposed LOS D-E goal for the 2030 horizon year, in the event that the Street Classification diagram is modified to reduce the number of lanes on those segments from four lanes to two lanes. These special study segments that would be exempted from the LOS policy include 24th Street, Capitol Mall, Folsom Boulevard, Garden Highway, and J Street.~~

~~Implementation of one or a combination of the mitigation measures detailed below and summarized above, would not be able to reduce the significance of the impact; therefore, the impact would be ***significant and unavoidable***. In addition future crossings of the Sacramento and American rivers would have potential localized impacts including traffic, biological, cultural, and noise. These impacts would be ***significant and unavoidable.***~~

~~Implementation of Mitigation Measures 6.12-1(b) through 6.12-1(d) 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.~~

~~6.12-1 a) *The City of Sacramento shall include the following new policy in the Mobility section 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 the Street Classification diagram 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 E. Commerce Parkway): 6 to 8 lanes*~~
- ~~*Rio Linda Boulevard (Grand Avenue to north city limits): 2 to 4 lanes*~~
- ~~*Silver Eagle Road (Northgate Boulevard to Norwood Avenue): 2 to 4 lanes*~~

~~***OR***~~

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

~~***c. Revise the LOS Policy for Three Roadway Segments****- The City shall exempt the following roadways from the proposed LOS D-E goal.*~~

- ~~*Elkhorn Boulevard (SR 99 to E. Commerce Parkway): 6 to 8 lanes*~~
- ~~*Rio Linda Boulevard (Grand Avenue to north city limits): 2 to 4 lanes*~~
- ~~*Silver Eagle Road (Northgate Boulevard to Norwood Avenue): 2 to 4 lanes*~~

~~c) *The City shall modify the LOS policies in the Mobility Element to exempt roadways that would not meet the proposed LOS D-E goal for the 2030 horizon year.*~~

~~*The City of Sacramento shall revise Policy M1.2.2 in the Mobility section to read as follows:*~~

~~***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 provide further vehicular capacity-enhancing improvements to that road segment or intersection 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 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 or intersections 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 multi-modal districts that are characterized by frequent transit service,*~~

~~*enhanced pedestrian and bicycle systems, a mix of uses, and higher density development. This shall include the Central Business District, areas within ½ mile walking distance of light rail stations outside the Core Area and mixed-use corridors as designated by the City.*~~

- ~~*Maintain operations on all roadways and intersections at Level of Service E or better 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. Congestion in excess of Level of Service E may be acceptable, 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.*~~

~~**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 Level of Service D or better 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. Congestion in excess of Level of Service D may be acceptable, 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 provide further vehicular capacity-enhancing improvements to that roadway or intersection 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 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 or intersection in order to conform to the General Plan.~~

- ~~12th/14th Avenue: State Route 99 to 36th Street~~
- ~~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~~
- ~~Elkhorn Boulevard: SR 99 to Commerce Parkway~~
- ~~Florin Perkins Road: 14th Avenue to Elder Creek Road~~
- ~~Florin Road: Greenhaven Drive to I-5; 24th Street to Franklin Boulevard~~
- ~~Folsom Boulevard:65th Street to Watt Avenue~~
- ~~Freeport Boulevard: Broadway to Seamas Avenue~~
- ~~Fruitridge Road: Franklin Boulevard to SR 99~~
- ~~Howe Avenue: American River Drive to Folsom Boulevard~~
- ~~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~~

- ~~*Rio Linda Boulevard: Grand Avenue to North City Limits*~~
- ~~*Roseville Road: Marconi Avenue to I-80*~~
- ~~*Royal Oaks Drive: SR 160 to Arden Way*~~
- ~~*Silver Eagle Road: Northgate Boulevard to Norwood Avenue*~~
- ~~*Truxel Road: I-80 to Gateway Park*~~

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

~~***e. Modify LOS Policies for Five Special Study Segments****- The City shall exempt the following five special study segments, in the event that the Street Classification diagram is modified to reduce the number of lanes on those segments from four lanes to two lanes.*~~

- ~~*24th Street: Meadowview Road to Cosumnes River Boulevard*~~
- ~~*Capitol Mall: 3rd Street to 5th Street*~~
- ~~*Folsom Boulevard: 34th Street to 47th Street and 59th Street to 65th Street*~~
- ~~*Garden Highway: Truxel Road to Northgate Boulevard*~~
- ~~*J Street: 43rd Street to 56th Street*~~

The following changes have been made to Impact 6.12-8 on page 6.12-90 in the Draft MEIR. These text changes are being added directly to the Final MEIR in Chapter 2, Changes to the Draft MEIR to demonstrate additional text revisions that are not shown in the Final MEIR. To show the revisions included in this errata any text to be deleted is reflected in ~~strikethrough~~ and new text to be added is shown in double underline.

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.**
Applicable Regulations	*None*
Significance Before Mitigation	*Significant*
Mitigation Included in the SGP	*Policies M 1.2.2, M 1.3.1, M 1.3.2, M 1.3.3, M 1.3.4, M 1.3.5, M 1.4.1, and M 1.4.2*
Significance after Mitigation Included in the SGP	*Significant*
Additional Mitigation	~~**Mitigation Measure 6.12-8**~~ **None available**
Residual Significance	**Significant and Unavoidable**

As discussed above, Table 6.12-9 identifies cumulative impacts on a total of 66 roadway segments. Table 6.12-9 identifies all roadways in the city that would experience a significant increase in traffic associated with full buildout of the 2030 General Plan that would exceed the city's current LOS C threshold.

Cumulative development would result in a significant impact and the project's contribution to that impact would be significant resulting in a *potentially significant cumulative impact.*

Mitigation Measure

Although the City is making significant revisions to Policy M 1.2.2, adding a new policy to address potential future river connections, and amending the Street Classification diagram, these revisions would not be able to reduce the significance of the impact. Therefore, cumulative impacts on city roadways would be ***significant and unavoidable***.

None available.

~~Implementation of Mitigation Measure 6.12-8, which re-imposes Mitigation Measure 6.12-1 would provide for consistency with the 2030 General Plan, but would not reduce impacts to a less-than-significant level. Therefore, cumulative impacts on city roadways would be ***significant and unavoidable***.~~

~~6.12-8 *Implement Mitigation Measure 6.12-1.*~~

2030 GENERAL PLAN

FINAL MASTER ENVIRONMENTAL IMPACT REPORT

SCH No. 2007072024

ERRATA No. 2: February 26, 2009

The Draft Master Environmental Impact Report (Draft MEIR) was released for public review during the period July 9, 2008 to August 22, 2008. The Final MEIR has been prepared and distributed. The City has provided copies of responses to written comments on the Draft MEIR to persons and agencies submitting such comments. The City completed an Errata dated November 5, 2008.

The following changes are being made to the Final MEIR as circulated. The discussion below identifies the changes and the affected sections of the Final EIR.

1. Noise: Impact 6.8-2 (residential interior noise levels) and General Plan Policy 3.1.4

Impact 6.8-2 identified an impact on residential interior noise levels that could occur as a result of development under the 2030 General Plan. These impacts were identified for existing and new residential construction. The Draft MEIR concluded that impacts would be significant and unavoidable because it is unlikely that existing residences would be renovated, and there is no assurance that all new construction would meet needed standards.

Following distribution of the Final MEIR, staff has continued to examine the issue of residential interior noise levels as they relate to single-event noise. As described in the Draft MEIR, page 6.8-2, the SEL is a noise indicator used to characterize the severity of noise events of short duration. This could include airplane overflights or noise from trains. The 2030 General Plan utilized the SEL standard in Environmental Constraints (EC) Policy 3.1.4:

> **EC 3.1.4 Interior Noise Standards for Multiple, Loud Short-Term Events.** The City may require new development in areas subject to frequent, high-noise events (such as aircraft over-flights, or train and truck pass-bys) 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.

The primary concern raised regarding proposed EC Policy 3.1.4 is that it could result in establishing a threshold of significance for subsequent 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.~~

The proposed policy would not establish a threshold of significance for single-event noise levels for residential construction, but would instead identify a relevant issue for new development. In appropriate cases the environmental document for new development would review the potential for sleep and conversation interruption, and annoyance, due to such noise events. The revision to Policy EC 3.1.4 does not alter in any manner the analysis of this impact in the DMEIR nor the conclusion that the impacts would be significant and unavoidable.

2. Transportation and Circulation

Several changes have been made in the Transportation and Circulation section for the purpose of clarification. The revisions did not change the impact conclusions set forth in the MEIR.

The Roadway level of Service (LOS) table in the technical appendices (CITE) was revised to separate the collector street designations into major collector and minor collector streets, revise the existing functional classifications used to determine the existing and General Plan No Project LOS values for several roadways, and to correct two street labels in the table. The LOS for minor collector streets is based on the capacity identified in Table 6.12-2 in the Draft MEIR, and the LOS for major collector streets is based on the capacity identified in Table A of the Street Design Guidelines.

The following figures have been revised and are attached:

Figure 6.12-7	Street Classifications
Figure 6.12-8	Street Classifications – Core Area
Figure 6.12-9	Number of Lanes
Figure 6.12-10	Number of Lanes – Core Area

Table 6.12-2 on page 6.12-10 of the Draft MEIR is revised as follows:

TABLE 6.12-2

LEVEL OF SERVICE THRESHOLDS FOR ROAD SEGMENTS

Operational Class	Number of Lanes	ADT Level-of-Service Capacity Threshold				
		A	B	C	D	E
Freeway Segments	2	14,000	21,600	30,800	37,200	40,000
	4	28,000	43,200	61,600	74,400	80,000
	6	42,000	64,800	92,400	111,600	120,000
	8	56,000	86,400	123,200	148,800	160,000
	10	70,000	108,000	154,000	186,000	200,000
	12	84,000	129,600	184,800	223,200	240,000
Arterial – Low Access Control (Low access control roads generally have frequent driveways and 25-35 mph speeds)	2	9,000	10,500	12,000	13,500	15,000
	4	18,000	21,000	24,000	27,000	30,000
	6	27,000	31,500	36,000	40,500	45,000
Arterial – Moderate Access Control (Moderate access roads generally have limited driveways and 35-45 mph speeds)	2	10,800	12,600	14,400	16,200	18,000
	4	21,600	25,200	28,800	32,400	36,000
	6	32,000	37,800	43,200	48,600	54,000
Arterial – High Access Control (High access roads generally have no driveways and 45-55 mph speeds)	2	12,000	14,000	16,000	18,000	20,000
	4	24,000	28,000	32,000	36,000	40,000
	6	36,000	43,000	48,000	54,000	60,000
Collector Street - Minor	2	5,250	6,125	7,000	7,875	8,750
Collector Street - Major	4	16,800	19,600	22,400	25,200	28,000
	2	8,400	9,800	11,200	12,600	14,00
Local	2	3,000	3,500	4,000	4,500	5,000

Source: City of Sacramento, 1996.

Table 6.12-3 on page 6.12-13 of the Draft MEIR is revised to delete the portion of Elder Creek Road from Younger Creek to S. Watt; I Street from 21st to 22nd Streets; and Main Street between Norwood to Rio Linda as follows:

TABLE 6.12-3

ROADWAY SYSTEM – EXISTING (2006-07) CITY ROAD SEGMENTS OPERATING AT LOS D OR WORSE

Roadway	Segment	Lanes	Daily Volume	Existing LOS
12th Street	F to G Streets	3	19,200	D
12th/14th Avenue	33rd to 34th Streets	2	18,000	**F**
43rd Avenue	S. Land Park to Holstein	2	7,100	D
65th Street	San Joaquin to 14th Avenue	4	29,500	D
Alhambra	Folsom to N	2	14,300	E
Arcade Boulevard	Marysville to Palmer	2	18,200	**F**
Arden Way	Harvard to Business 80	4	34,900	E
Blair Avenue	S. Land Park to Freeport	2	8,500	E
Broadway	58th to 59th Streets	2	15,600	D
El Camino Avenue	Auburn Blvd. to Business 80	4	29,900	D
El Camino Avenue	Business 80 to Howe	4	32,800	E
El Camino Avenue	Rio Linda to Del Paso	2	16,200	D
Elder Creek Road	Stockton to Elk Grove-Florin	2	12,800	**F**
~~Elder Creek Road~~	~~Younger Creek to S. Watt~~	~~2~~	~~11,300~~	~~**F**~~
Elkhorn Boulevard	SR 99 to E. Commerce	2	14,600	D
Florin Road	Greenhaven to I-5	4	38,000	E
Florin Road	UP Rail line to Luther	4	36,700	**F**
Florin Perkins Road	Fruitridge to Elder Creek	4	30,000	D
Folsom Boulevard	Howe to Bicentennial	4	39,300	**F**
Folsom Boulevard	UPRR to Jed Smith Drive	2	23,500	**F**
Freeport Boulevard	15th to 16th Avenue	4	30,200	**F**
Freeport Boulevard	Sutterville to Meer	4	29,200	D
Fruitridge Road	SR 99 to Martin Luther King	4	32,500	D
Fruitridge Road	44th Avenue to Ethel	4	32,000	D
Fruitridge Road	Franklin to SR 99	4	32,600	E
H Street	39th to 40th Streets	2	16,900	**F**
Howe Avenue	American River to Swarthmore	4	54,600	**F**
Howe Avenue	US 50 to Folsom	6	60,200	**F**
I Street	5th to 6th Streets	4	25,200	D
~~I Street~~	~~21st to 22nd Streets~~	~~2~~	~~10,800~~	~~**F**~~
I Street Bridge	3rd to 3rd Streets	2	12,700	D
J Street	5th to 6th Streets	3	21,900	E
Mack Road	Tangerine to Center Parkway	4	40,700	**F**
~~Main Avenue~~	~~Norwood to Rio Linda~~	~~2~~	~~8,400~~	~~E~~
Martin Luther King Blvd.	Broadway to 6th	2	9,300	**F**
Meadowview Road	Freeport to Mack	4	35,200	E
Northgate Boulevard	I-80 to W. El Camino	4	33,600	D
Power Inn Road	14th Avenue to Belvedere	4	36,800	**F**
Rio Linda Boulevard	Main to Bell	2	7,900	E
Roseville Road	Connie to I-80	2	14,800	D
W. El Camino Avenue	Northgate to American	2	15,200	D

Source: City of Sacramento and Fehr & Peers, 2008.

Table 6.12-9 on page 6.12-67 of the Draft MEIR is revised to provide updated information for some roadway segments.

TABLE 6.12-9[5]

2030 CITY ROADWAY IMPACTS – SEGMENTS OPERATING AT LOS D, E, OR F CONDITIONS

Roadway	From	To	Current # of Lanes	Current LOS	2030 Conditions					Significant Project Impact[1]	Does Not Meet Old LOS C Goal[2]	Does Not Meet New LOS D/E Goal[3]	Cumulative Impact[4]
						No Project		General Plan					
					# of Lanes	LOS	V/C	LOS	V/C				
12TH ST	F ST	G ST	3	D	3	F	1.20	F	1.34	√	√	√	√
12TH/14TH AV	33RD ST	34TH ST	2	E	2	F	1.28	F	1.29		√	√	√
15TH ST	J ST	K ST	3	C	3	C	0.78	E	0.93	√	√		√
16TH ST	R ST	S ST	3	C	3	F	1.23	F	1.36	√	√	√	√
29TH ST	J ST	K ST	3	C	3	F	1.08	F	1.28	√	√	√	√
30TH ST	J ST	K ST	3	A	3	D	0.80	D	0.85	√	√		√
43RD AV	S. LAND PARK	HOLSTEIN	2	D	2	D	0.88	D	0.81		√		
65TH ST	SAN JOAQUIN	14TH AVE	4	D	4	F	1.08	F	1.08		√	√	√
ALHAMBRA BL	FOLSOM	N	2	E	2	E	0.95	E	0.95		√	√	
ARCADE BL	MARYSVILLE	PALMER	2	F	2	F	3.18	F	2.71		√	√	√
ARDEN WY	DEL PASO	ROYAL OAKS	4	B	4	D	0.88	E	0.91	√	√		√
ARDEN WY	POINT WEST	HERITAGE	8	B	8	D	0.84	E	0.94	√	√	√	√
BANNON ST	BERCUT	5TH	2	A	4	B	0.70	E	0.91	√	√		√
BLAIR AV/43RD AV	S. LAND PARK	FREEPORT	2	E	2	F	1.11	F	1.02		√	√	√
BROADWAY	16TH	17TH	4	C	4	F	1.04	F	1.15	√	√	√	√
BROADWAY	58TH	59TH	2	D	2	F	1.09	F	1.17	√	√	√	√
COLLEGE TOWN DR	LA RIVIERA	HORNET	4	B	4	D	0.81	D	0.86	√	√		√
COMMERCE PK	NEW MARKET	DEL PASO	4	A	6	C	0.74	D	0.89	√	√		√
DEL PASO RD	I-5	TRUXEL	6	A	6	C	0.74	E	0.97	√	√		√
EL CAMINO AV	RIO LINDA	DEL PASO	2	D	2	F	1.23	F	1.24		√	√	√
EL CAMINO AV	AUBURN BL	B-80	4	D	4	E	0.91	D	0.86		√		√
EL CAMINO AV	B-80	HOWE	4	E	4	E	0.98	E	0.99		√	√	√
ELDER CREEK RD	STOCKTON	ELK GROVE-FLORIN	2	~~F~~ D	4	F	1.05	D	0.85		√		
ELDER CREEK RD	65TH ST	BIBB	4	B	4	E	0.98	E	0.90		√	√	√
ELDER CREEK RD	YOUNGER CREEK	S WATT AVE	2	~~F~~ C	4	E	1.00	D	0.80		√		

TABLE 6.12-9[5]

2030 CITY ROADWAY IMPACTS – SEGMENTS OPERATING AT LOS D, E, OR F CONDITIONS

Roadway	From	To	Current # of Lanes	Current LOS	2030 Conditions					Significant Project Impact[1]	Does Not Meet Old LOS C Goal[2]	Does Not Meet New LOS D/E Goal[3]	Cumulative Impact[4]
						No Project		General Plan					
					# of Lanes	LOS	V/C	LOS	V/C				
ELKHORN BL	SR-99	E COMMERCE	2	D	6	E	0.91	E	0.93	√	√	√	√
EXPOSITION BL	SR 160	TRIBUTE	4	A	4	C	0.78	D	0.82	√	√		√
FLORIN PERKINS	ELDER CREEK	FLORIN	4	B	4	E	0.91	D	0.81		√		√
FLORIN PERKINS	FRUITRIDGE	ELDER CREEK	4	D	4	F	1.21	F	1.08		√	√	√
FLORIN RD	GREENHAVEN	I-5	4	E	4	F	1.08	F	1.07		√	√	√
FLORIN RD	UP RAIL LINE	LUTHER	4	F	4	F	1.21	F	1.36	√	√	√	√
FOLSOM BL	HOWE	BICENTENNIAL	4	F	4	F	1.63	F	1.58		√	√	√
FOLSOM BL	UPRR	JED SMITH DRIVE	2	F	4	E	0.94	F	1.02	√	√	√	√
FREEPORT BL	SUTTERVILLE	MEER	4	D	4	E	0.96	D	0.87		√		√
FREEPORT BL	15TH AV	16TH AV	4	F	4	F	1.10	F	1.06		√	√	√
FRUITRIDGE RD	FRANKLIN	SR 99	4	E	4	E	0.98	E	0.91		√	√	
FRUITRIDGE RD	SR 99	MARTIN LUTHER KING BL	4	D	4	D	0.89	D	0.87		√		√
FRUITRIDGE RD	44TH ST	ETHEL	4	D	4	E	0.99	E	0.97		√	√	√
FRUITRIDGE RD	WALLACE	FLORIN-PERKINS	4	A	4	D	0.90	D	0.84		√		√
H ST	39TH	40TH	2	F	2	F	1.93	F	1.93		√	√	
HORNET DR	COLLEGE TOWN	WB 50 ON-RAMP	4	B	4	C	0.79	E	0.96	√	√		√
HOWE AV	AMERICAN RIVER	SWARTHMORE	4	F	6	F	1.12	F	1.11		√	√	√
HOWE AV	US 50	FOLSOM	6	F	6	F	1.25	F	1.24		√	√	√
I ST	5TH	6TH	4	D	4	F	1.06	F	1.27	√	√	√	√
I ST	21ST	22ND	2	~~F~~ **A**	2	~~F~~ **B**	~~1.39~~ **0.68**	F	~~1.61~~ **1.01**	√	√	√	√
I STREET BRIDGE	3RD	3RD	2	D	2	F	1.95	F	2.17	√	√	√	√

TABLE 6.12-9[5]

2030 CITY ROADWAY IMPACTS – SEGMENTS OPERATING AT LOS D, E, OR F CONDITIONS

Roadway	From	To	Current # of Lanes	Current LOS	2030 Conditions					Significant Project Impact[1]	Does Not Meet Old LOS C Goal[2]	Does Not Meet New LOS D/E Goal[3]	Cumulative Impact[4]
						No Project		General Plan					
					# of Lanes	LOS	V/C	LOS	V/C				
J ST	5TH	6TH	3	E	3	E	0.97	F	1.04	√	√	√	√
J ST	28TH	29TH	3	C	3	D	0.81	F	1.01	√	√	√	√
JACKSON RD	SOUTH OF	FOLSOM	2	C	4	E	0.94	D	0.86		√		√
L ST	5TH	6TH	3	B	3	C	0.80	F	1.04	√	√	√	√
MACK RD	MEADOWVIEW	FRANKLIN	4	C	4	E	0.93	E	0.91		√	√	√
MACK RD	TANGERINE	CENTER PKWY	4	F	4	F	1.20	F	1.16		√	√	√
MACK RD	CENTER PKWY	STOCKTON	4	C	4	F	1.35	F	1.27		√	√	√
MARTIN LUTHER KING BL	BROADWAY	6TH AV	2	F	2	F	1.27	F	1.22		√	√	√
MARYSVILLE BL	NORTH	GRAND	4	C	4	F	1.12	E	0.99		√	√	√
MEADOWVIEW RD	FREEPORT	MACK	4	E	4	F	1.10	E	0.98		√		
NATOMAS BL	N. BEND DRIVE	DEL PASO	6	A	6	C	0.77	D	0.83	√	√		√
NORTHGATE BL	DEL PASO	NORTH MARKET	4	C	4	F	1.15	F	1.11		√	√	√
NORTHGATE BL	NORTH MARKET	I-80	6	B	6	E	0.91	D	0.83		√		√
NORTHGATE BL	I-80	W EL CAMINO	4	D	4	F	1.17	F	1.09		√	√	√
NORTHGATE BL	HARDING	GARDEN HY	4	A	4	D	0.81	D	0.82		√		√
NORWOOD AV	LAS PALMAS	ELEANOR	2	B	2	E	0.98	D	0.85		√		√
RALEY BL	CITY LIMITS	BELL	2	C	4	E	0.99	D	0.82		√		√
RALEY BL	BELL	I-80	4	C	4	F	1.44	F	1.14		√	√	√
RICHARDS BL	BERCUT	5TH	4	A	4	B	0.70	E	0.91	√	√		√
RIO LINDA BL	MAIN	BELL	2	~~E~~ **A**	2	~~F~~ **E**	~~1.55~~ **0.91**	F	1.39		√	√	√
ROSEVILLE RD	CONNIE	I-80	2	D	4	D	0.90	E	0.93	√	√	√	√
ROYAL OAKS DR	SR 160	SOUTHGATE	2	C	2	F	~~1.76~~ **1.10**	F	~~1.90~~ **1.19**	√	√	√	√
~~SAN JUAN RD~~	~~EL CENTRO~~	~~ORCHARD~~	~~2~~	~~A~~	~~2~~	~~D~~	~~0.86~~	~~D~~	~~0.89~~	~~√~~	~~√~~		~~√~~
SAN JUAN RD	TRUXEL	ROCKHAMPT	4	B	4	D	0.85	D	0.83		√		√

TABLE 6.12-9[5]

2030 CITY ROADWAY IMPACTS – SEGMENTS OPERATING AT LOS D, E, OR F CONDITIONS

Roadway	From	To	Current # of Lanes	Current LOS	2030 Conditions					Significant Project Impact[1]	Does Not Meet Old LOS C Goal[2]	Does Not Meet New LOS D/E Goal[3]	Cumulative Impact[4]
					# of Lanes	No Project		General Plan					
						LOS	V/C	LOS	V/C				
		ON											
SILVER EAGLE RD	NORTHGATE	NORWOOD	2	C	2	F	1.18	~~E~~ **F**	~~0.94~~ **1.21**		√	√	√
TOWER BRIDGE	3RD	3RD	4	A	4	F	1.13	F	1.23	√	√	√	√
TRUXEL RD	GATEWAY PARK	I-80	8	C	8	F	1.08	F	1.22	√	√	√	√
VALLEY HI DR	CENTER	FRANKLIN	2	C	2	D	0.89	D	0.86		√		√
WEST EL CAMINO AV	NORTHGATE	AMERICAN	2	D	2	F	1.33	F	1.31		√	√	√

Notes:
1. Significant Project Impact – 2030 General Plan creates a significant impact, based on level of service and v/c thresholds, when compared to the 2030 No Project.
2. Does Note Meet LOS C Goal – 2030 General Plan does not meet the LOS C goal in the old version of the General Plan.
3. Does not Meet LOS D/E Goal – 2030 General Plan does not meet the LOS D/E goal in the new 2030 General Plan.
4. Cumulative Impact – a significant cumulative impact occurs, based on level of service and v/c thresholds, when comparing the 2030 General Plan to existing conditions.
5. Segments that would operate at LOS A, B or C under the 2030 General Plan are not listed in this table, but are shown in Figure 6.12-14.

LOS = Level of Service; V/C = Volume/capacity ratio.
Source – Fehr & Peers, 2008.

The second to last sentence at the end of the first paragraph on page 6.12-71 is revised as follows:

> This portion of Elvas Avenue would operate at LOS B conditions if the planned number of through lanes were reduced to two lanes <u>with a median</u>. A reduction in the number of planned lanes, to two through lanes, is not projected to result in a diversion of traffic to parallel routes.

Table 6.12-12 on page 6.12-77 is revised as follows:

TABLE 6.12-12

NUMBER OF THROUGH LANES REQUIRED TO MITIGATE SIGNIFICANT IMPACTS BASED ON CURRENT SIGNIFICANCE THRESHOLDS FOR ROADWAYS

Roadway	Impact Limits	Existing # of Lanes	2030 # of Lanes	# of Lanes for LOS C	# of Lanes for LOS D-E
12TH STREET	F to L Streets	3	3	5	4
15TH STREET	Broadway to J Street	3	3	4	4
16TH STREET	Broadway to G Street	3	3	5	5
29TH STREET	J to Q Streets	3	3	5	4
30TH STREET	J to Q Streets	3	3	4	-
ARDEN WAY	Del Paso to Royal Oaks	4	4	6	-
	Capital City Fwy to Ethan Way	8	8	10	10
BANNON ST	Bercut to 5th Street	2	4	5	-
BROADWAY	15th St to Franklin Blvd	4	4	6	6
BROADWAY	58th to 65th Streets	2	2	4	4
COLLEGE TOWN DRIVE	La Riviera to Hornet	4	4	6	-
COMMERCE PKWY	New Market to Del Paso	6	6	8	-
DEL PASO ROAD	I-5 to Truxel	4	6	8	-
ELKHORN BL	SR 99 to E. Commerce	2	6	8	8
EXPOSITION BL	SR 160 to Tribute	4	4	6	-
FLORIN ROAD	24th St to Franklin Blvd	4	4	8	6
FOLSOM BL	UPRR to Howe Ave	2	4	6	6
HORNET DRIVE	College Town to US 50	4	4	6	-
I STREET	3rd to 16th Streets	4	4	6	5
	16th to 30th Streets	2	2	4	3
I STREET BRIDGE	3rd to 3rd Streets	2	2	6	6
J STREET	3rd to 16th Streets	3	3	4	4
	16th to 30th Streets	3	3	4	4
L STREET	3rd to 16th Streets	3	3	4	4
NATOMAS BLVD	Del Paso Rd to N. Bend Dr	6	6	8	6
RICHARDS BL	Bercut to 5th Street	4	4	5	-
ROSEVILLE ROAD	Marconi Ave to I-80	2	4	6	6
ROYAL OAKS DRIVE	SR 160 to Arden Way	2	2	4	4
~~SAN JUAN ROAD~~	~~El Centro to Orchard~~	~~2~~	~~2~~	4	~~-~~
<u>SILVER EAGLE ROAD</u>	<u>Northgate to Norwood</u>	<u>2</u>	<u>2</u>	<u>4</u>	<u>4</u>
TOWER BRIDGE	3rd to 3rd Streets	4	4	8	6
TRUXEL ROAD	I-80 to Gateway Park	8	8	14	10

Notes:
"-" in "# of Lanes for LOS D-E" column indicates that no mitigations are required to provide LOS D-E conditions.
Source: Fehr & Peers, 2007.

Mitigation Measure 6.12-1 is revised to read as follows:

6.12-1 The City of Sacramento shall revise Policy M1.2.2 in the Mobility section to read as follows:

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*

Mitigation Measure 6.12-3 on page 6.12-86 is revised to read as follows:

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 above~~ the following 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)*

3. Climate Change

During the hearings on the 2030 General Plan and the Master EIR, the State Office of the Attorney General, the Sacramento Metropolitan Air Quality Management District (SMAQMD), and others urged the City to make a finding of significance on the cumulative impact of greenhouse gas emissions on global climate change, based on the information contained in the draft and final MEIR, and to strengthen certain 2030 General Plan policies and implementation programs related to reducing greenhouse gas emissions.

A determination of significance for greenhouse gas emissions and climate change would provide a base for enforceable mitigation under the California Environmental Quality Act (CEQA). Based on the views presented at the Planning Commission and City Council, the City has determined that greenhouse gas emissions that could be generated by development consistent with the 2030 General Plan would be a cumulatively considerable contribution to climate change, and the impact is, therefore, a **significant cumulative impact**.

In addition, the City has reviewed the various policies and implementation programs in the 2030 General Plan that could mitigate greenhouse gas emissions, and has determined that a number of these policies should be revised. A list of such policies, including the changes that have been made to respond to the continuing discussion of climate change, has been included as part of the Mitigation Monitoring Plan that implements mitigation identified in the Master EIR.

The 2030 General Plan calls for 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.

The effects of the 2030 General Plan promote 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.

However, 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 impact remains a **significant and unavoidable cumulative impact.**

4. Camino Norte

The Draft MEIR discusses the environmental review process for projects that are consistent with the 2030 General Plan (see page 3-29 et seq.). One of the projects referenced is the annexation and development of Camino Norte.

The Camino Norte site, in North Natomas, is designated as "Planned Development" in the 2030 General Plan (page 2-124). Camino Norte is located outside the City's sphere of influence, and would require approval of a sphere of influence amendment by the Sacramento Local Agency Formation Commission prior to annexation by the City and any subsequent entitlement approvals by the City. The population and employment estimates attributable to development in the Camino Norte area were included as part of the cumulative impact analysis in the Master EIR.

Because the references to the status of the Camino Norte project area could create confusion, the reference to Camino Norte in the Draft Master EIR is revised as follows:

Additions are underlined and deletions are struck out. On page 3-40 of the DMEIR, change the first paragraph to read:

> Future development along R Street in downtown, and <u>sphere of influence amendment,</u> annexation and development of Camino Norte located in North Natomas, are also ~~potentially~~ subsequent projects as well as future redevelopment activities anticipated within the six Focused Opportunity Areas discussed above.

5. Figure 6.3-3: Natomas Basin HCP

Figure 6.3-3 in the Draft MEIR and the revision to the same figure in the Final MEIR identify the City's Permit Area under the Natomas Basin Habitat Conservation Plan. The revised figure in the Final MEIR is correct except that it includes the land area for the Greenbriar project in the City's Permit Area in error. The Greenbriar project is located at the northwest corner of the intersection of Interstate 5 and State Highway 99, and Figure 6.3-3 will be amended to exclude this land area from the Permit Area, and Figure 6.3-3 will be further revised to indicate that it depicts the City's Permit Area.

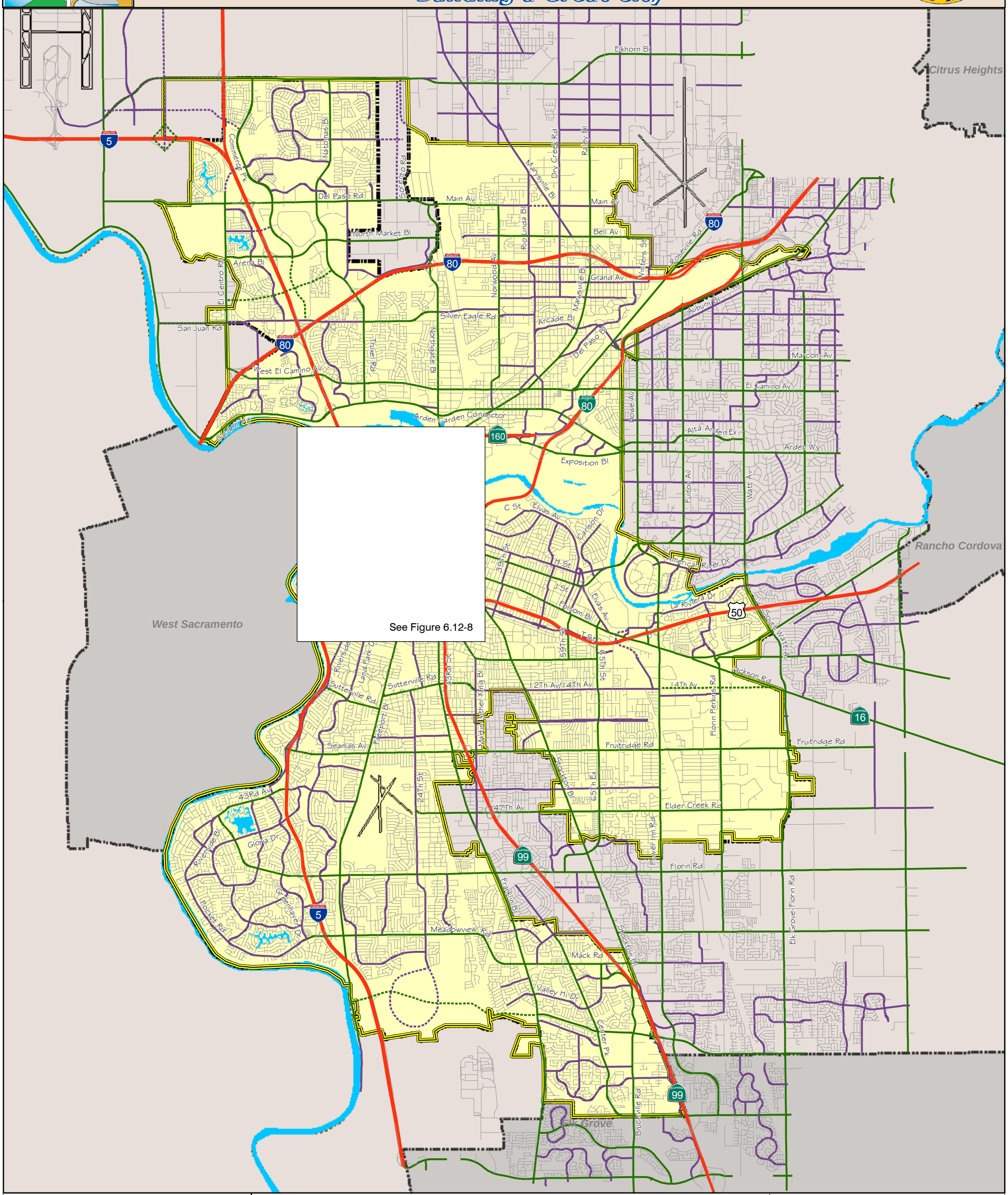
6. Recirculation

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 this Errata No. 2, 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.

This 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 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.

CITY OF SACRAMENTO
GENERAL PLAN
Building a Great City



Legend

- City Limit
- Policy Area
- Water
- County Boundary

Street Classifications

Existing Roads
- Arterial
- Collector
- Highway
- Local

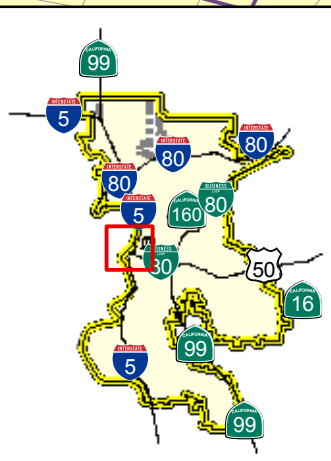
Proposed Roads
- Arterial
- Collector

Figure 6.12-7

2030 General Plan - Street Classifications

0 1.25 2.5
Miles

CITY OF SACRAMENTO
GENERAL PLAN
Building a Great City



Legend

- City Limit
- Policy Area
- Water
- County Boundary

Street Classifications

Existing Roads
- Arterial
- Collector
- Highway
- Local

Proposed Roads
- Arterial
- Collector

Figure 6.12-8

2030 General Plan - Street Classifications (Core Area)

0 0.25 0.5
Miles

CITY OF SACRAMENTO
GENERAL PLAN
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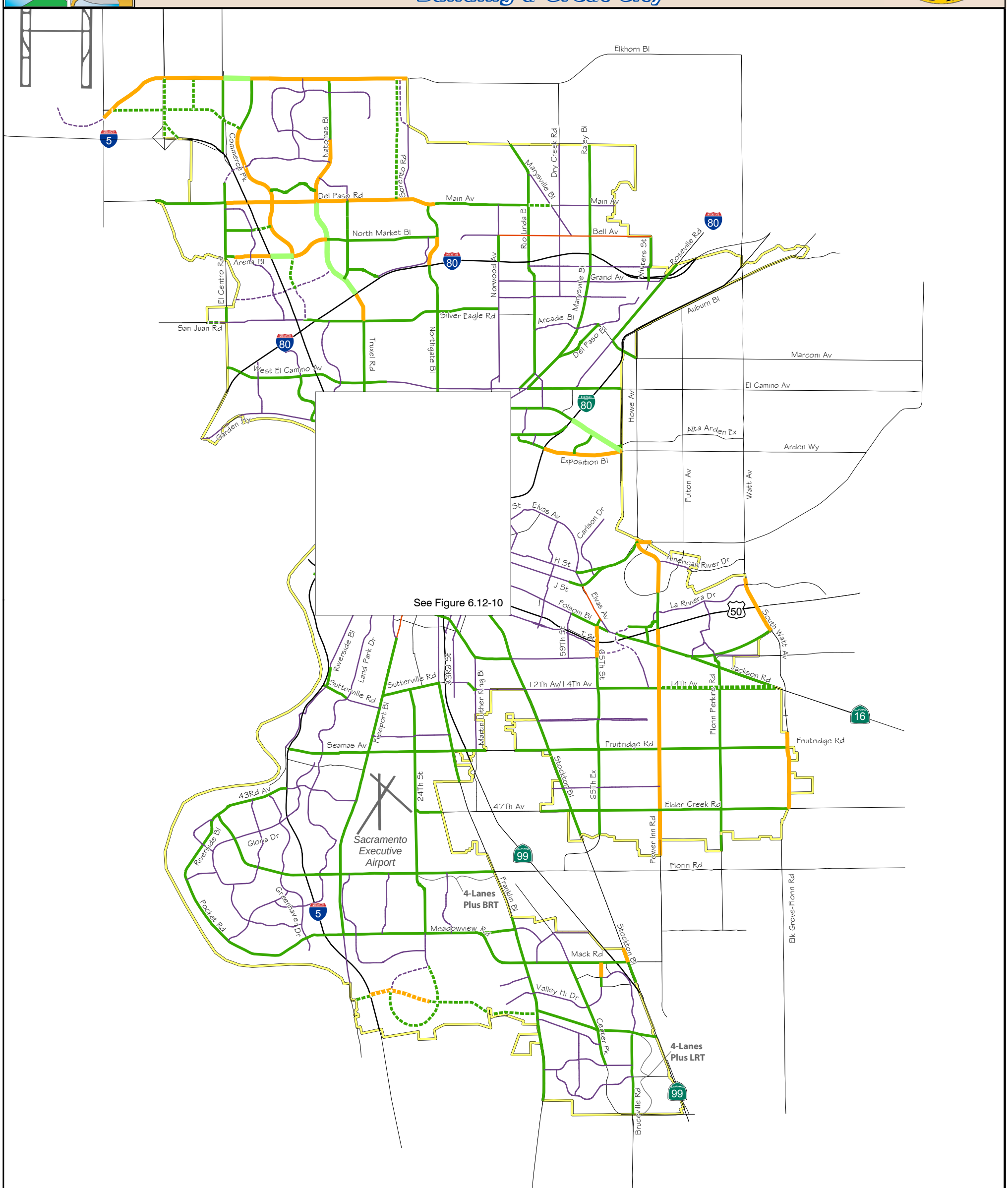
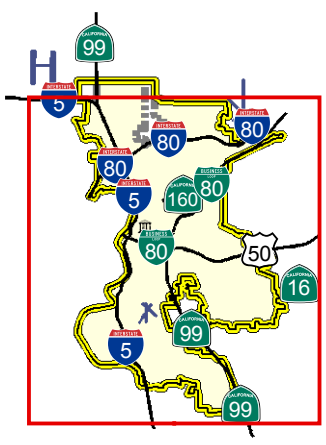




Legend

Number of Through Lanes

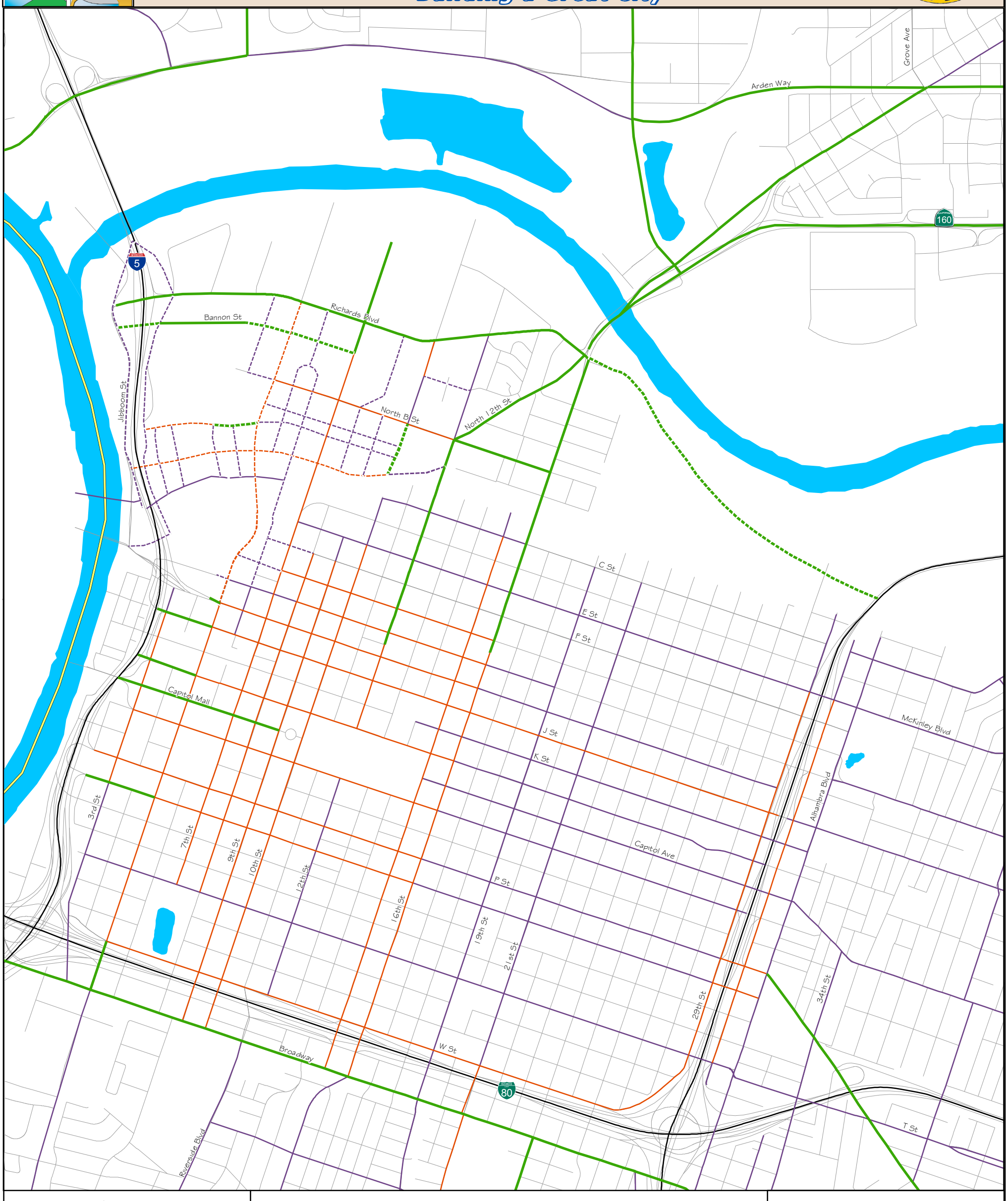
- 2
- 3
- 4
- 6
- 8
- Proposed Roads
- Policy Area
- Water

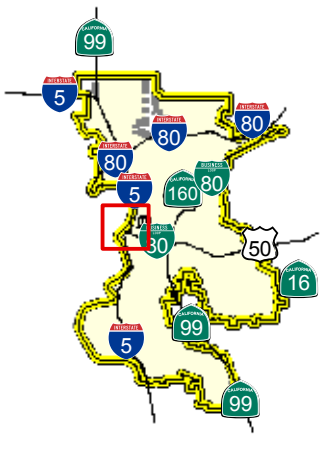
Figure 6.12-9

2030 General Plan - Number of Lanes

0 1.25 2.5
Miles

CITY OF SACRAMENTO
GENERAL PLAN
Building a Great City





Legend

Number of Through Lanes

- 2
- 3
- 4
- 6
- 8
- Proposed Roads
- Policy Area
- Water

Figure 6.12-10

2030 General Plan - Number of Lanes (Core Area)

0 0.25 0.5 Miles

Changes to the Land Use and Urban Form Diagram

Staff recommends a number of changes to the Land Use and Urban Form Diagram in order to ensure consistency with City codes, regulations and plans; recognize the prevailing density and character of existing neighborhoods; or respond to requests from other agencies, developers, landowners, or community members. Staff has provided a brief description for each change listed below. Following the descriptions is a citywide map of the Land Use Diagram with all changes incorporated (Map 1) and individual maps of each recommended change (Maps 2-22).

The following requested changes have been reviewed and are recommended by staff:

- *Ben Ali*. Due to the existing low-density fabric, access difficulties, and lack of infrastructure in the Ben Ali neighborhood, the designation will be lowered from Suburban Neighborhood Medium Density to Suburban Neighborhood Low Density. (See Map 2)

- *Natomas Crossing*. Alleghany Properties LLC, the landowner, requested that the property just south of Arco Arena at the corner of Arena Boulevard and Truxel Road be changed from Urban Center High to Suburban Center to be more consistent with the existing North Natomas Community Plan land use designation and as a more viable and realistic designation given existing conditions in the area, while still allowing sufficient density to support future light rail service. (See Map 3)

- *Natomas Crossing Planned Development.* The property owners of 108 acres in the Natomas Crossing PUD requested the designation for the site be changed from Employment Center Mid Rise to Planned Development. Staff supports this request, because a development application for this site is currently under review. As with the other Planned Development sites, once a development project is approved by City Council, the 2030 General Plan will be amended to reflect the approved land uses. (See Map 4)

- *Correction of Central Business District Designation*. The shape of the CBD designation will be extended to include all parcels zoned C-3 as well as key parcels along "I" Street. Some parcels that are not part of the CBD, such as a portion of the Railyards and certain parks and public uses, will be changed to reflect their appropriate designations. (See Map 5)

- *Planned Development Areas: Railyards, Greenbriar, and Delta Shores.* The General Plan requires that locations designated Planned Development be given new designations when underlying development projects are approved. This has occurred in the Railyards, Greenbriar, and Delta Shores. These areas will be given new designations as appropriate based on their plans approved by Council. (See Maps 6 – 8)

- *Northeast Line Light Rail Stations.* Transit Village areas along the Northeast Light Rail Line, including Globe, Arden/Del Paso, Royal Oaks, Swanston, and Marconi Stations,

were examined based on existing conditions and the previous Transit for Livable Communities recommendations. In some cases the densities were lowered to provide more realistic development expectations, with the provision that the stations will be considered for more intense development when they are ready. (See Maps 9 – 11)

- *47th Avenue Light Rail Station.* Staff recommends changing the land use designation to the west of the station from Traditional Center to Employment Center Low Rise for consistency with existing viable industrial businesses. Policy language has been added to support a future transition to mixed use urban development when appropriate infrastructure and market conditions are in place. (See Map 12)

- *Regional Transit Maintenance Facility (Block between Capitol Ave, N St, 28th St, and 29th St).* RT intends to move their maintenance facility to a new location. Staff recommends that the land use designation of the existing facility be changed from Urban Corridor Low to Urban Corridor High for consistency with the adjacent Sutter General Hospital site and to encourage urban infill development in areas well served by transit. (See Map 13)

- *Crystal Creamery.* This project, located in the northeast portion of Alkali Flat, was approved by City Council on October 28, 2008. It includes a mixture of residential, office, live/work spaces, and ground floor retail. To accommodate this recent entitlement, staff recommends changing the land use designation from Employment Center Low Rise to Urban Neighborhood Low Density. (See Map 14)

- *7th Street Urban Edge (Conditional Recommendation).* An owner of property near 7th and "F" Streets requested two blocks fronting the east side of 7th Street be changed from the Traditional Neighborhood Medium designation to Urban Corridor High and Urban Corridor Low. The purpose of this request is to create a transition zone between the Railyards and the Alkali Flat neighborhood. Based on discussion at the October 16, 2008 Planning Commission meeting, staff proposed two modifications: 1) land use change to Urban Corridor Low only; and 2) staff support is contingent upon receiving a letter of support for this change from the Alkali Flat Neighborhood Association. This letter of support was submitted on October 30, 2008; therefore, staff now supports the change. (See Map 15)

- *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. (See Map 16)

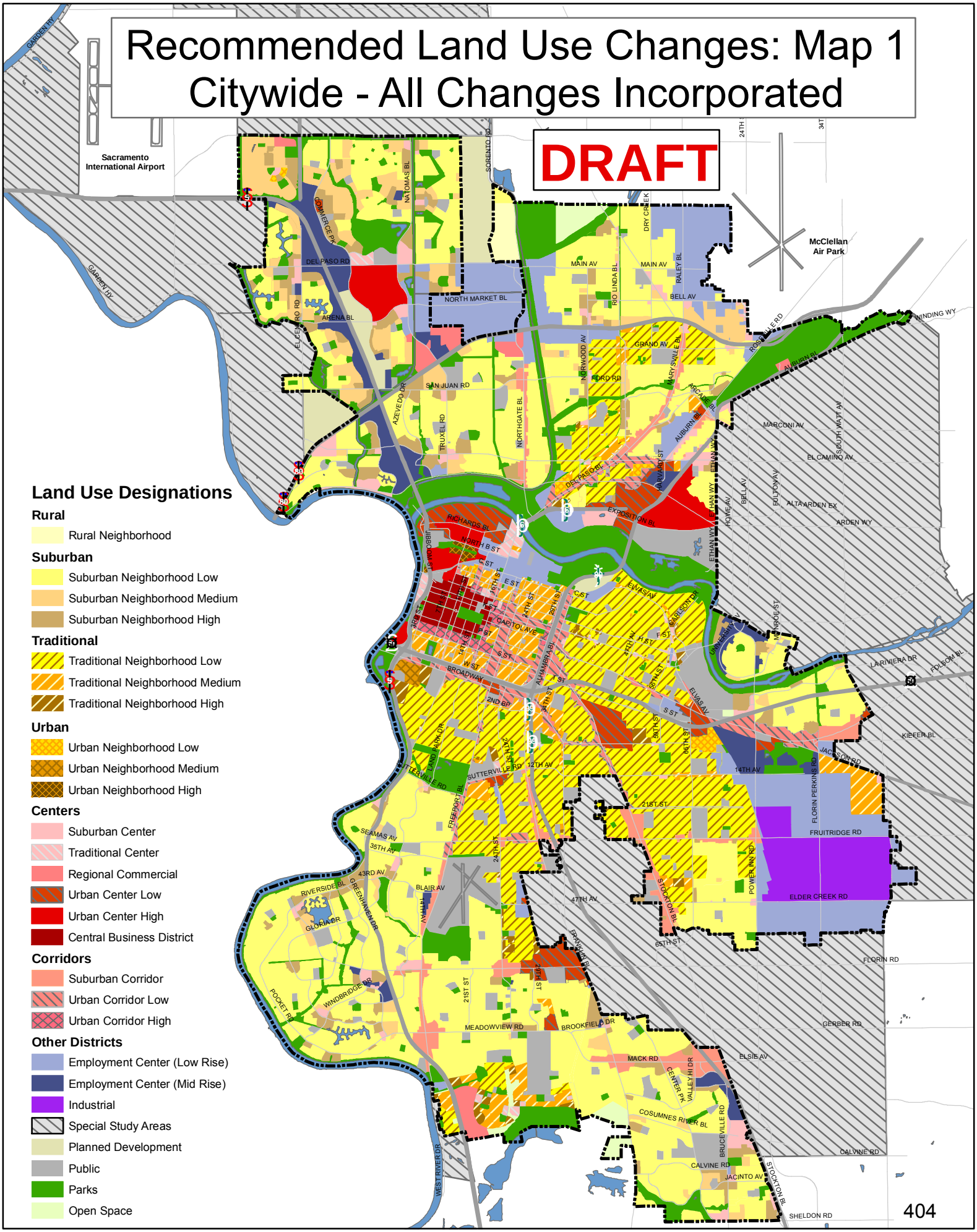
- *Verizon Site (Administrative Correction).* The Verizon office building, located on Freeport Blvd just north of Stonecrest Ave, was incorrectly labeled as part of the Delta Shores Planned Development area. It falls just outside the proposed area of the Delta Shores Specific Plan, therefore staff recommends changing the designation to Employment Center Low Rise to be consistent with the existing low-scale office use on the site. (See Map 17)

- *Florin Perkins Site (Administrative Correction).* The landowner of the Florin Perkins Site requested a land use change from Employment Center Low Rise to Industrial, which is not recommended by staff. Staff does, however, recommend an administrative correction that will replace Traditional Neighborhood Medium Density designation on the eastern portion of the public disposal facility with Employment Center Low Rise. (See Map 18)

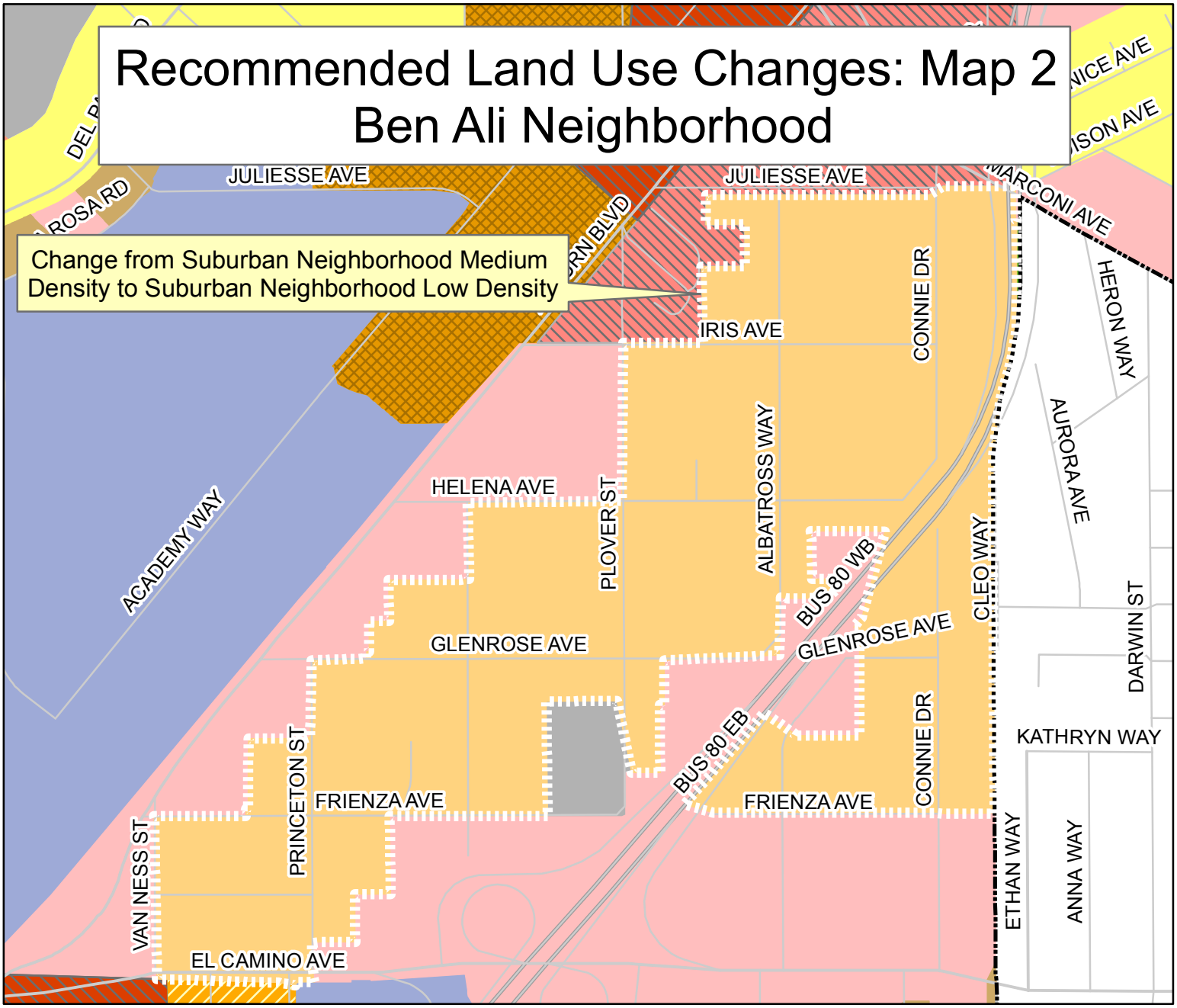
- *Administrative Fixes for Consistency with Existing Zoning and Community Plans.* Long Range Planning staff conducted a thorough analysis of the Draft Land Use Diagram and identified a number of administrative fixes based on the following criteria:
    - Consistency with existing zoning.
    - Consistency 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.

  These changes are shown in the Northern, Central, and Southern portions of Sacramento on Maps 19-22.

Recommended Land Use Changes: Map 1
Citywide - All Changes Incorporated



Recommended Land Use Changes: Map 2
Ben Ali Neighborhood



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Land Use Designations

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Traditional
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Urban
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Other Districts
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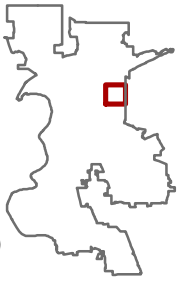
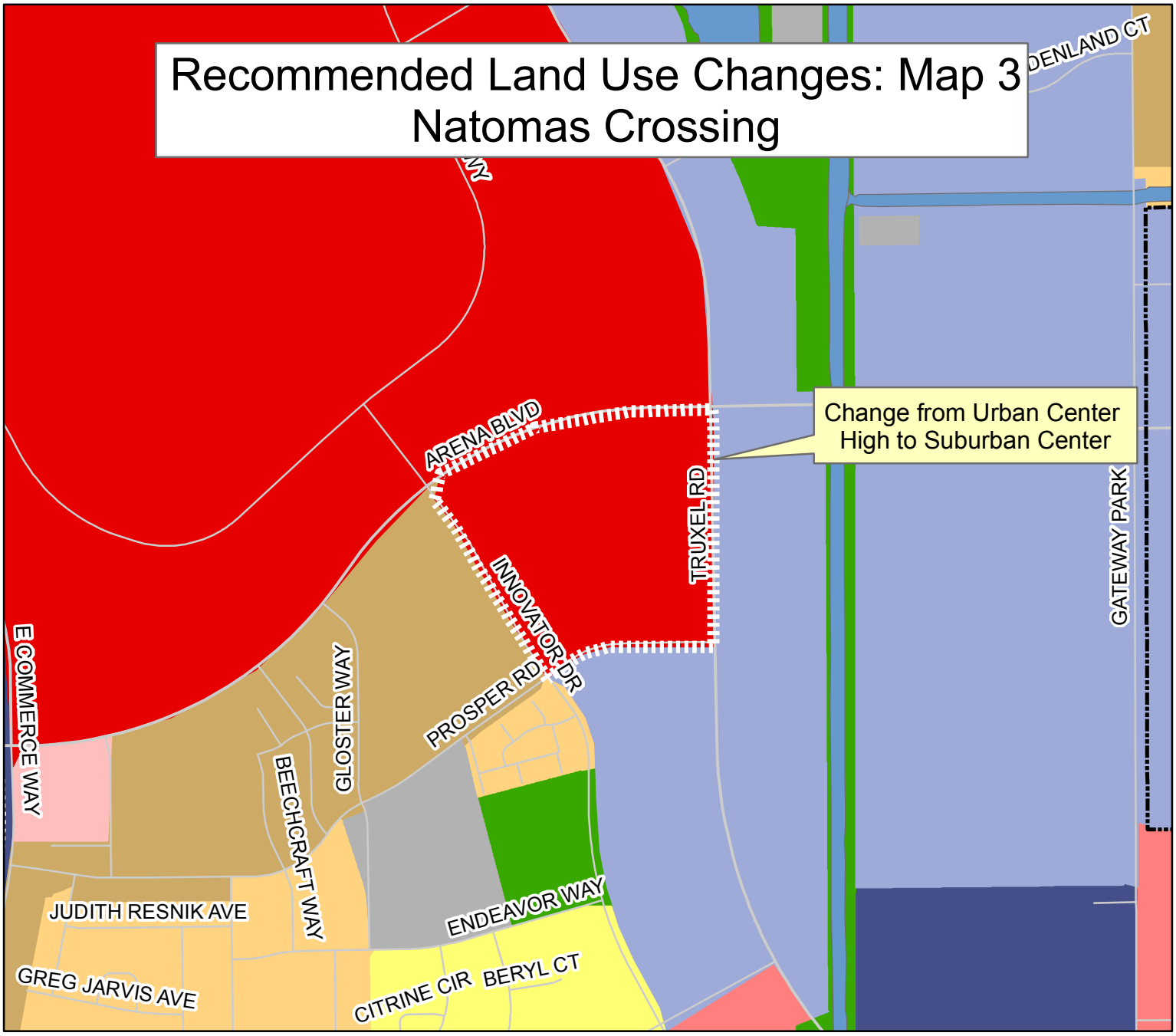
- Public
- Parks
- Open Space



Recommended Land Use Changes: Map 3
Natomas Crossing



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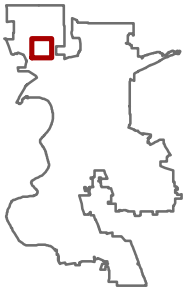
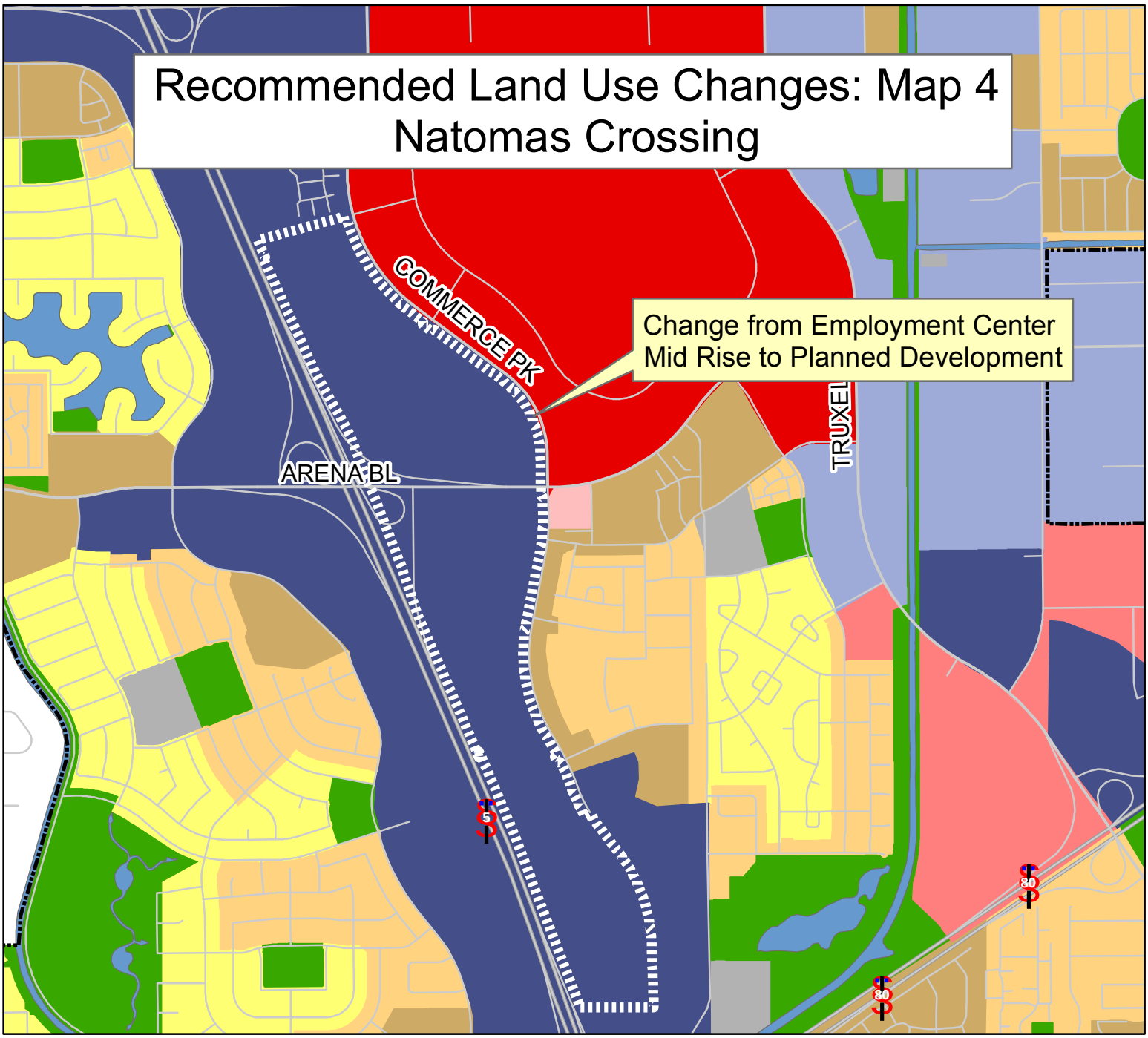


Recommended Land Use Changes: Map 4
Natomas Crossing



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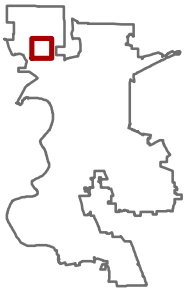
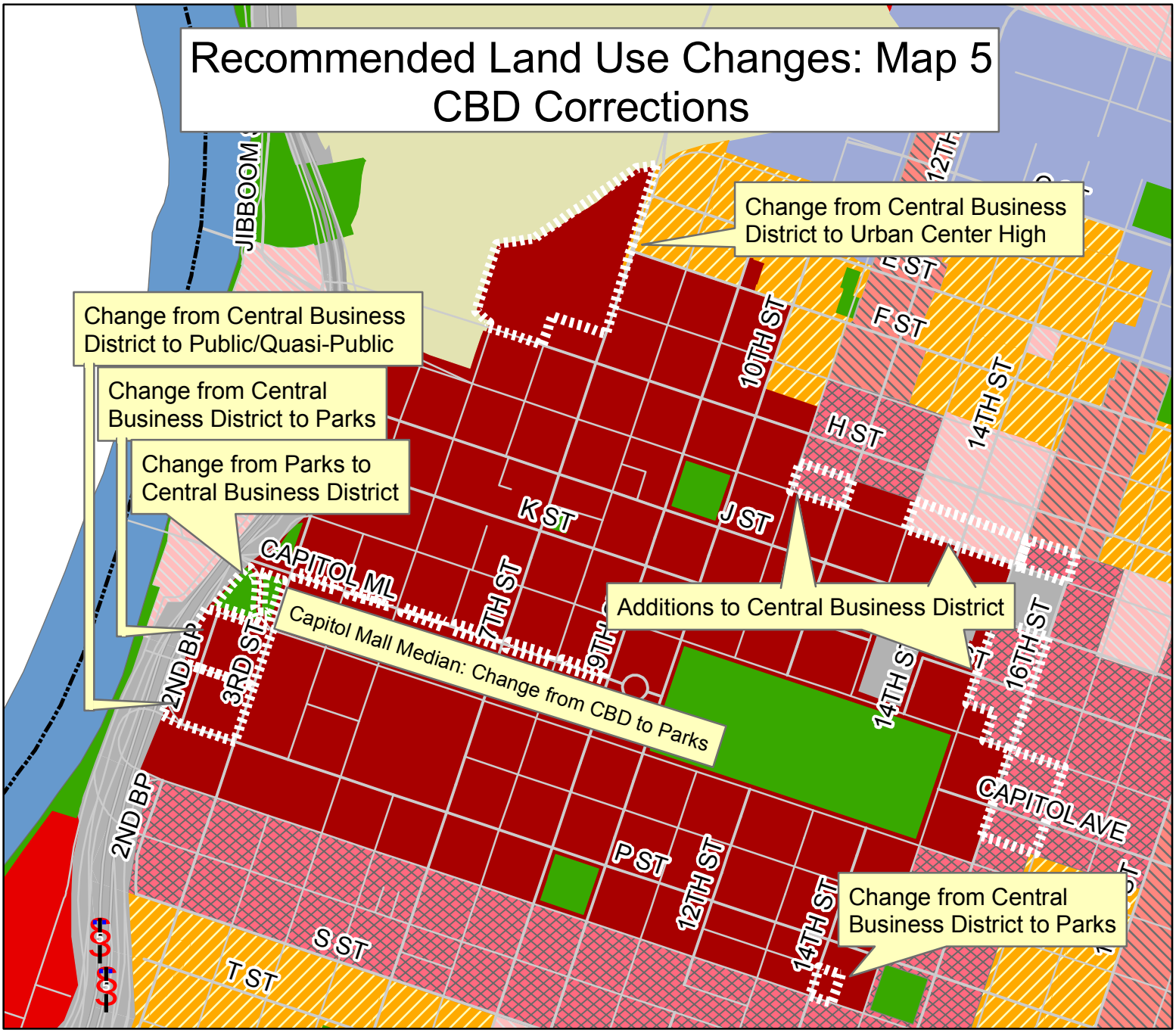


Recommended Land Use Changes: Map 5
CBD Corrections



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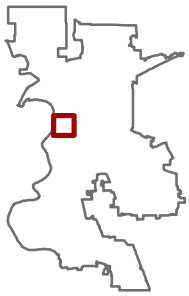
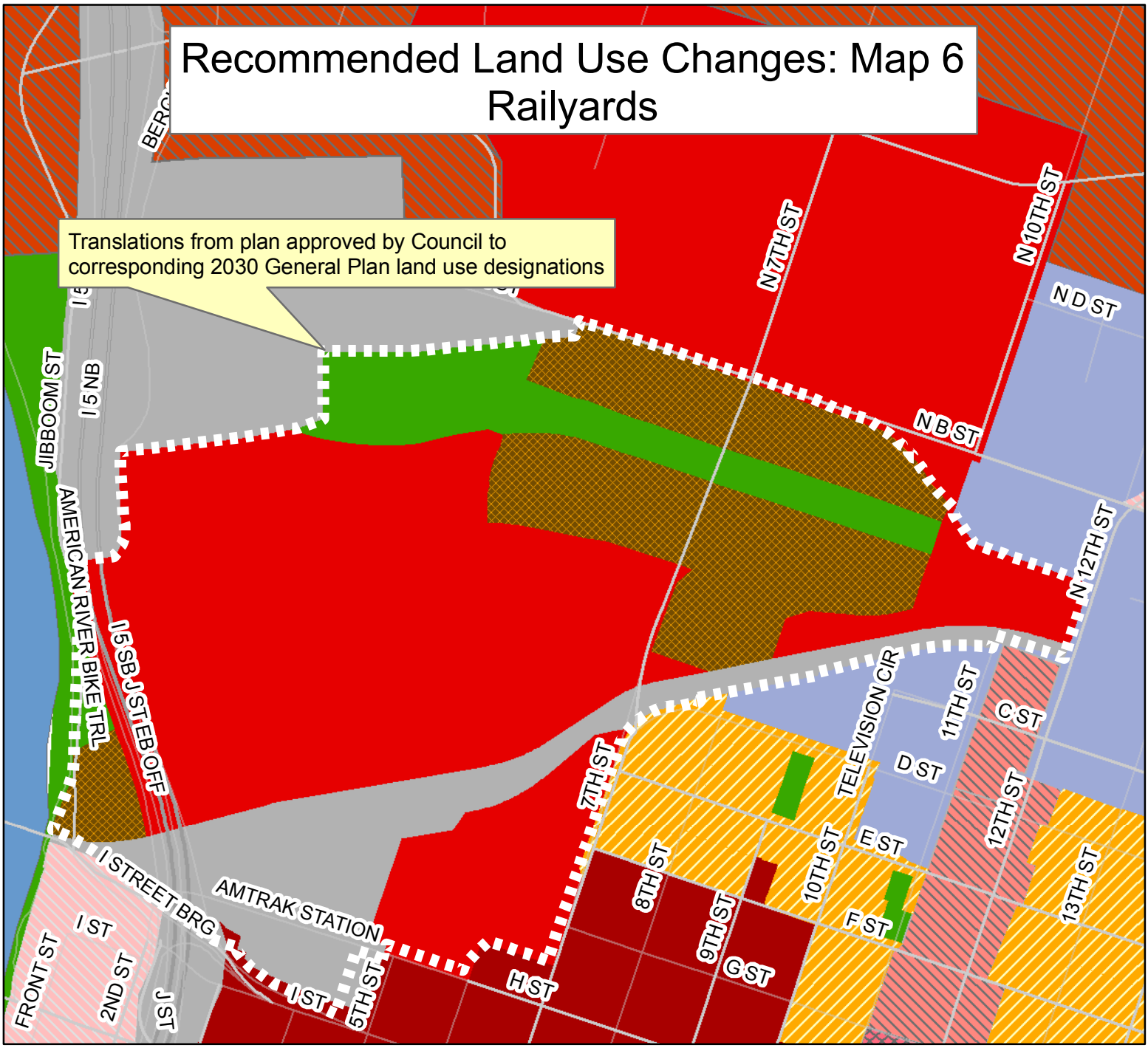


Recommended Land Use Changes: Map 6
Railyards



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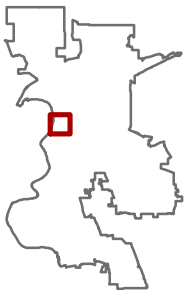
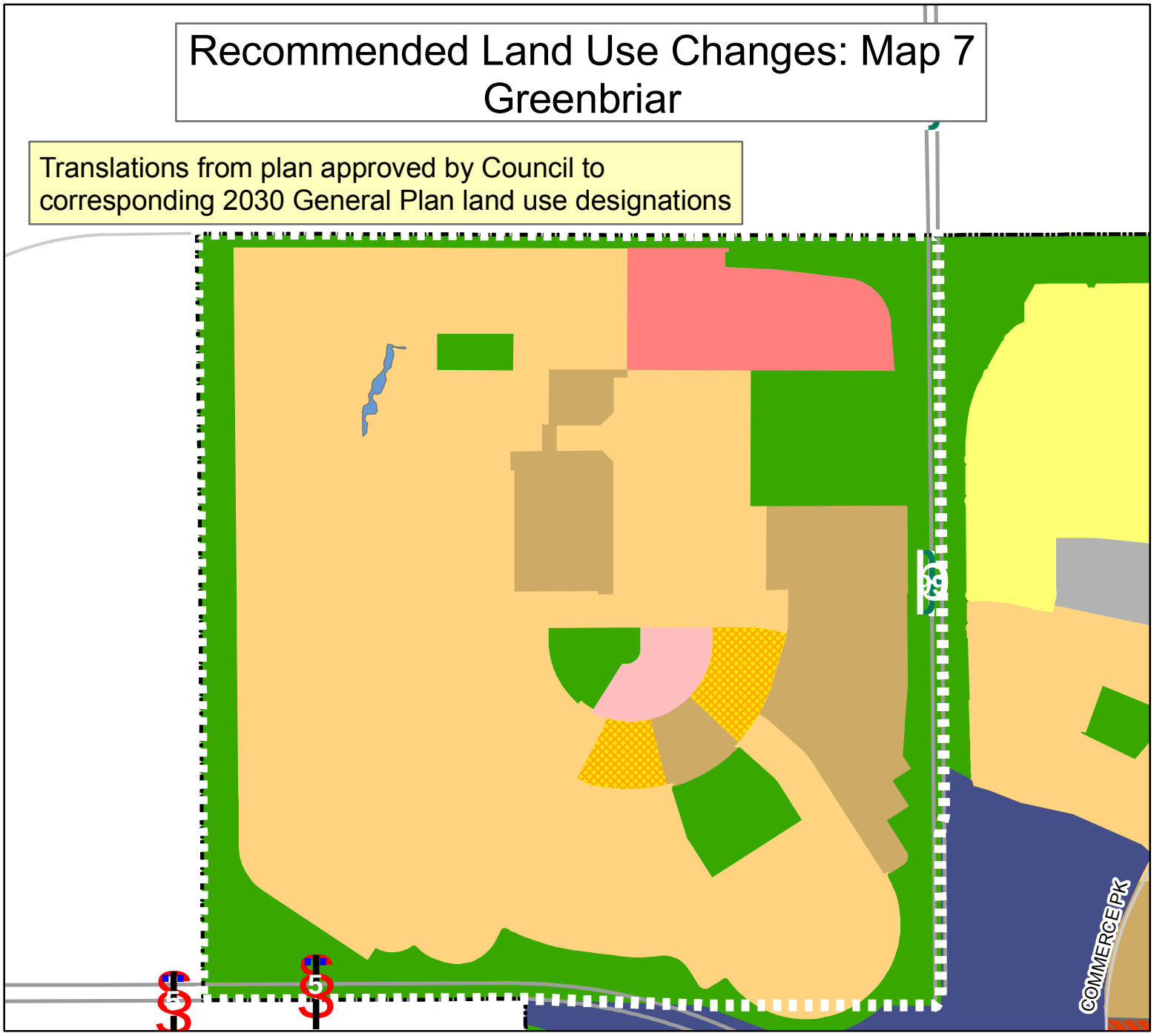


Recommended Land Use Changes: Map 7
Greenbriar

Translations from plan approved by Council to corresponding 2030 General Plan land use designations



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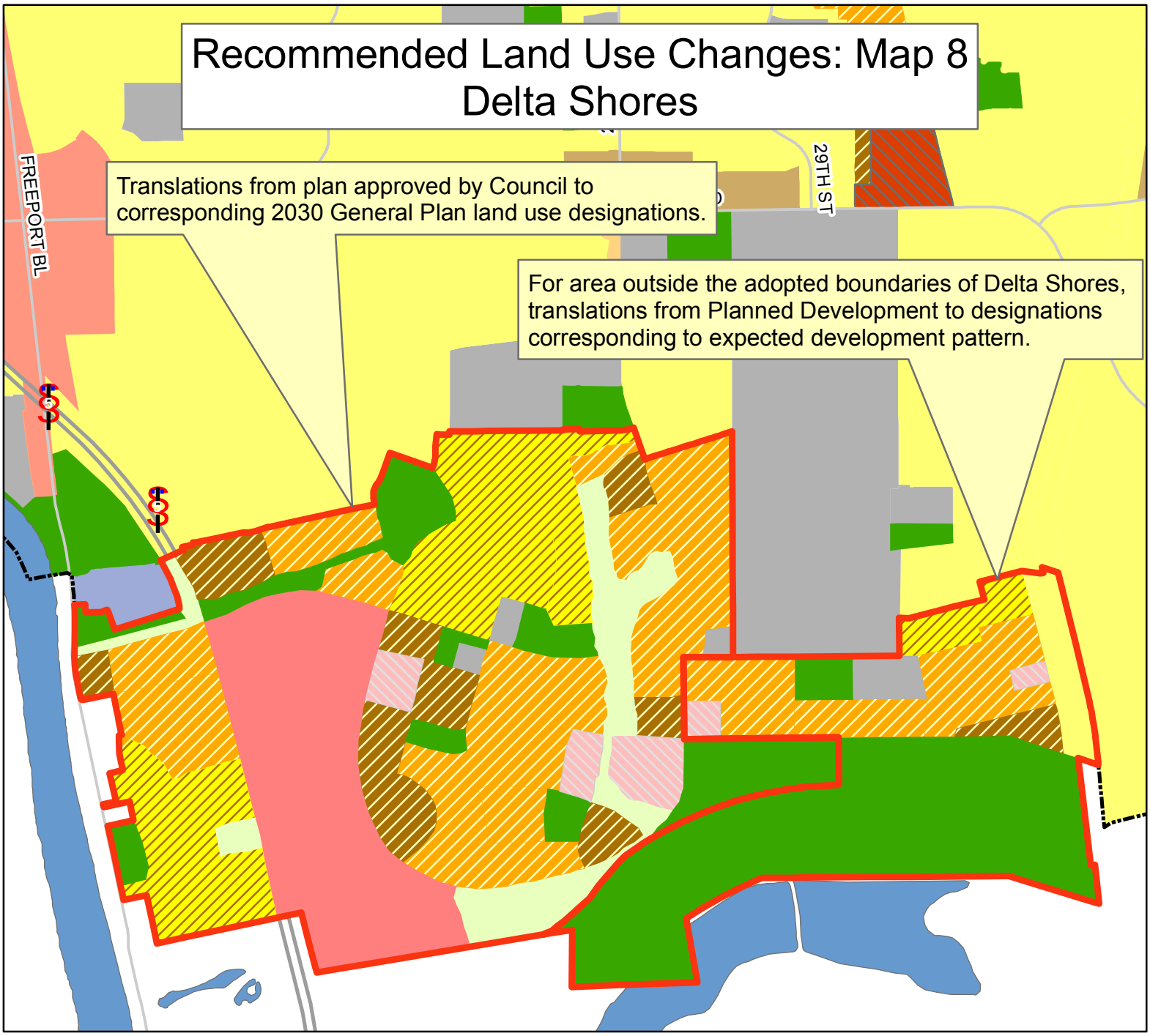
Recommended Land Use Changes: Map 8
Delta Shores



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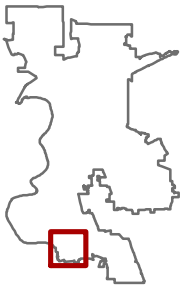
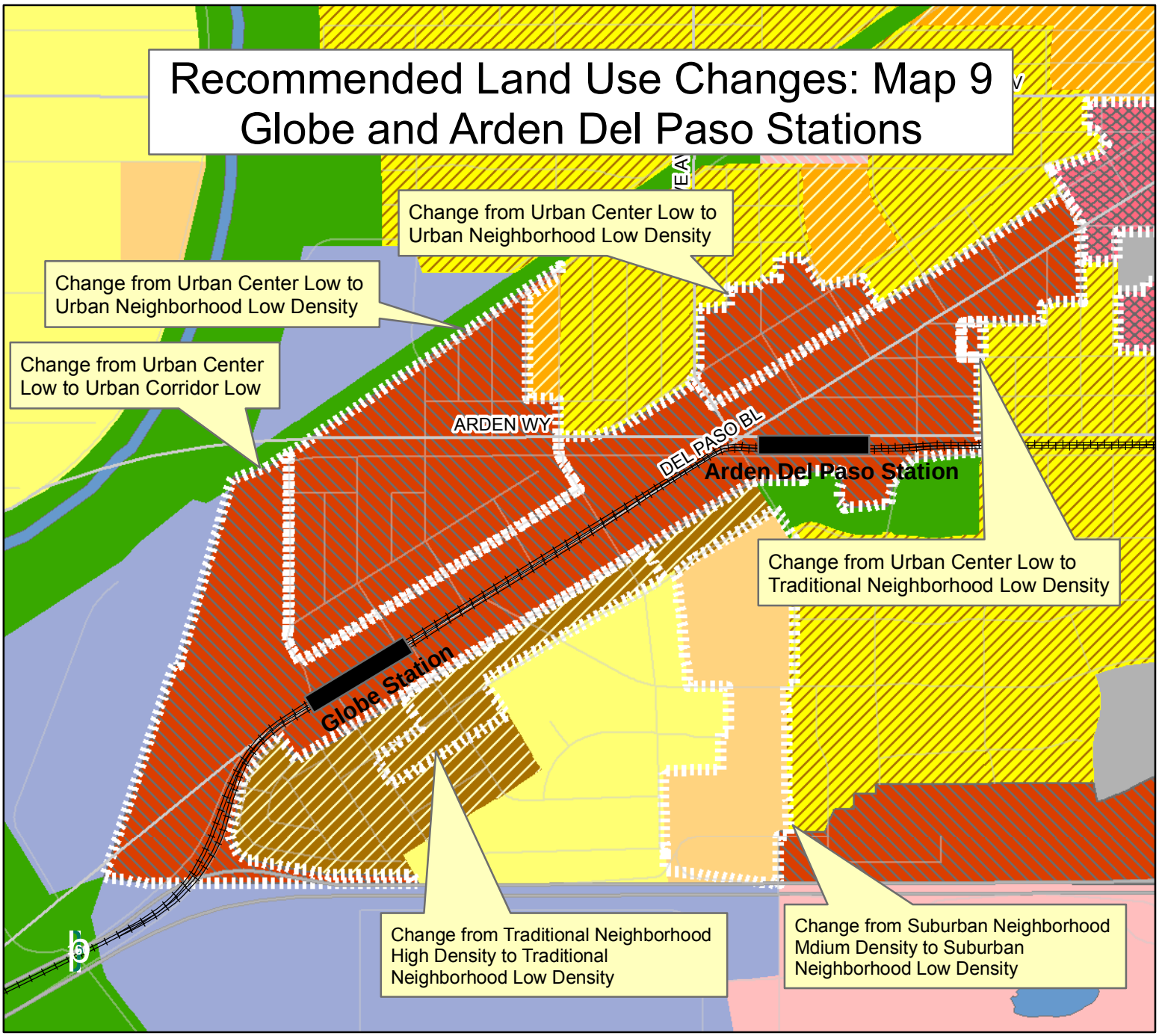


Recommended Land Use Changes: Map 9
Globe and Arden Del Paso Stations



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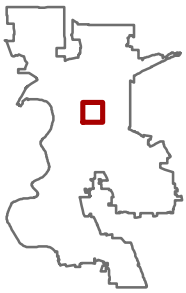
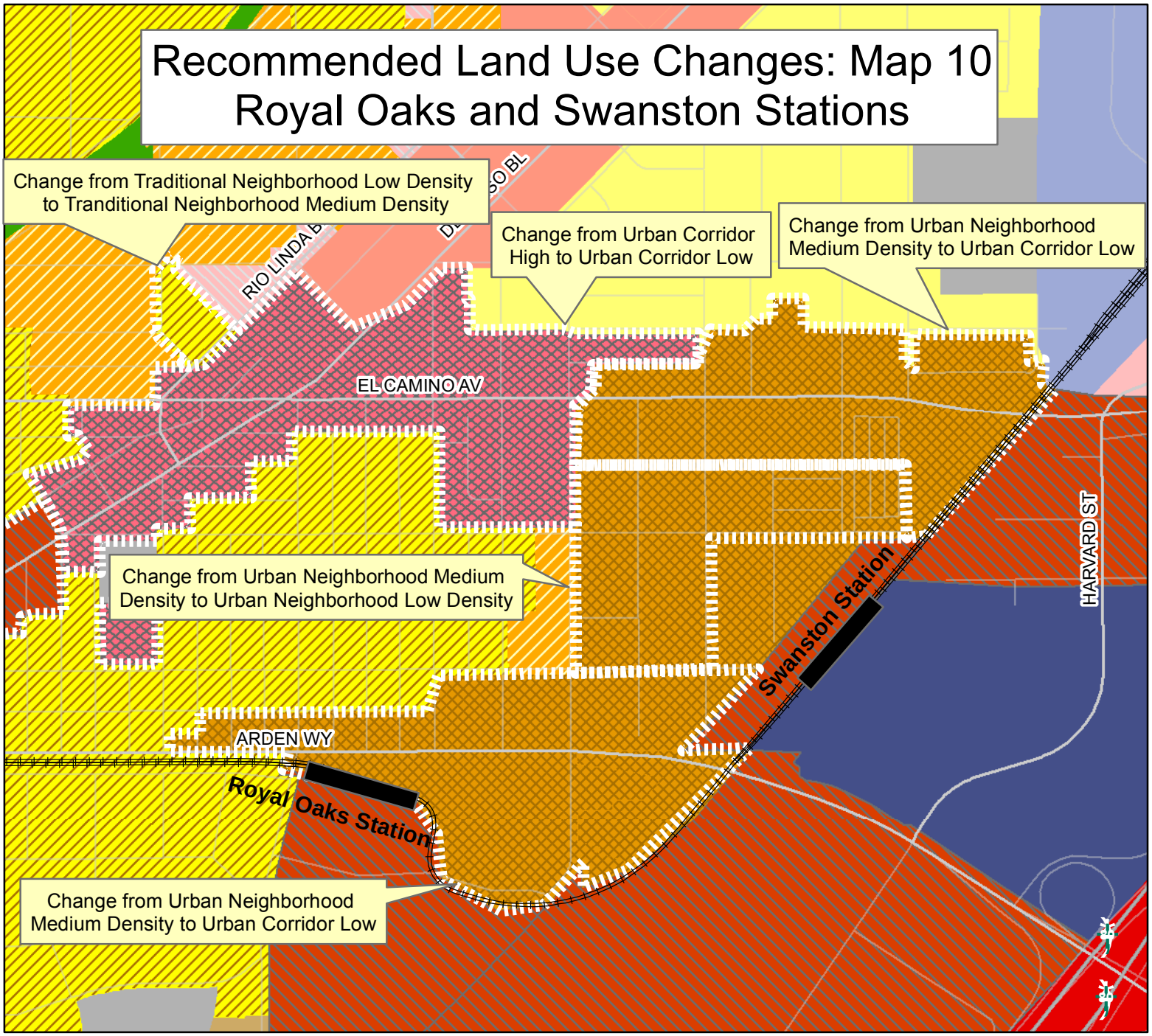


Recommended Land Use Changes: Map 10
Royal Oaks and Swanston Stations



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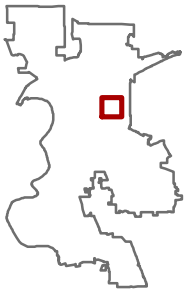
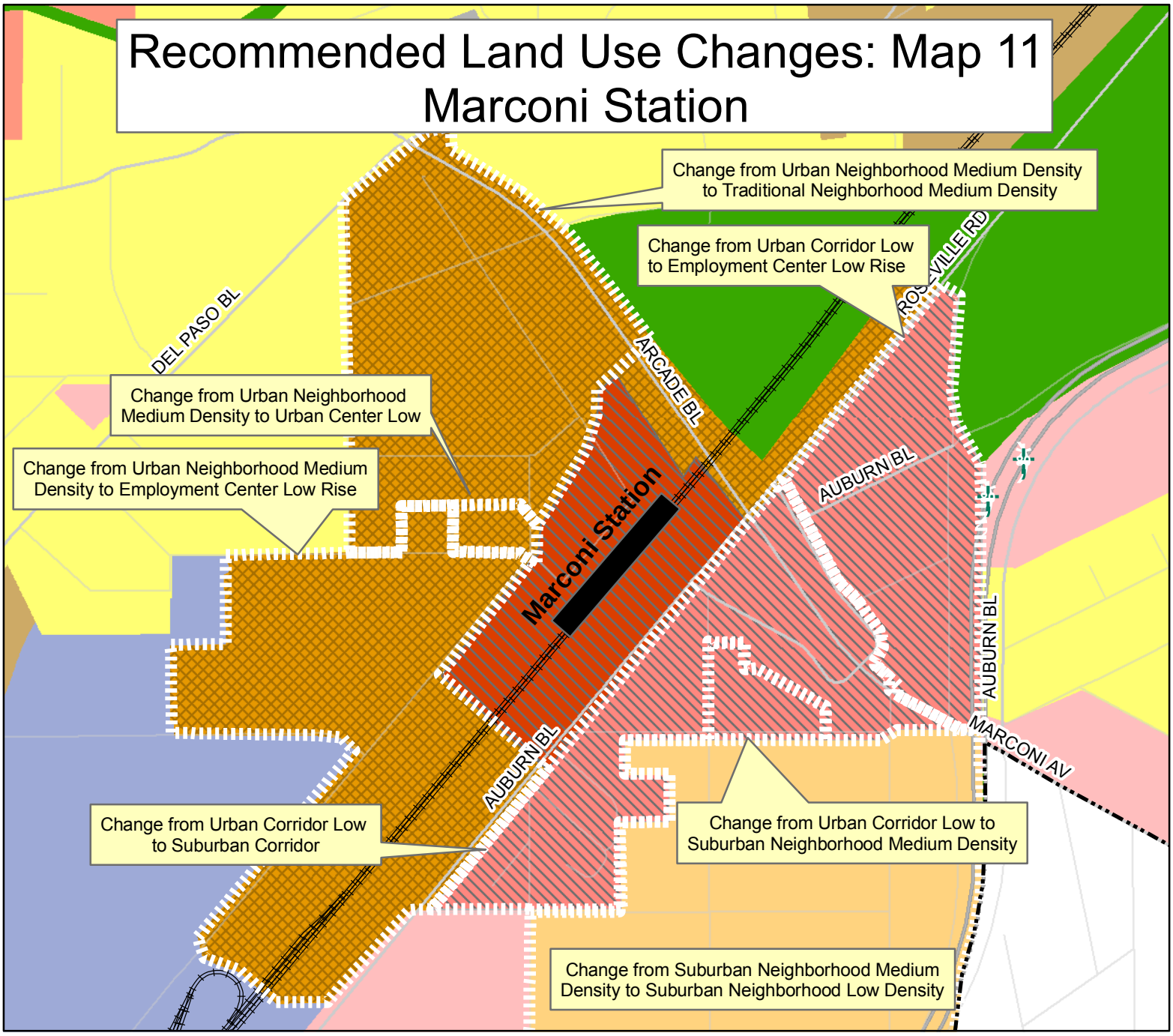


Recommended Land Use Changes: Map 11
Marconi Station



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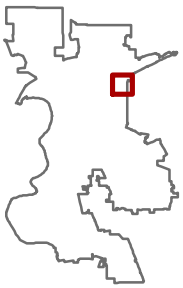
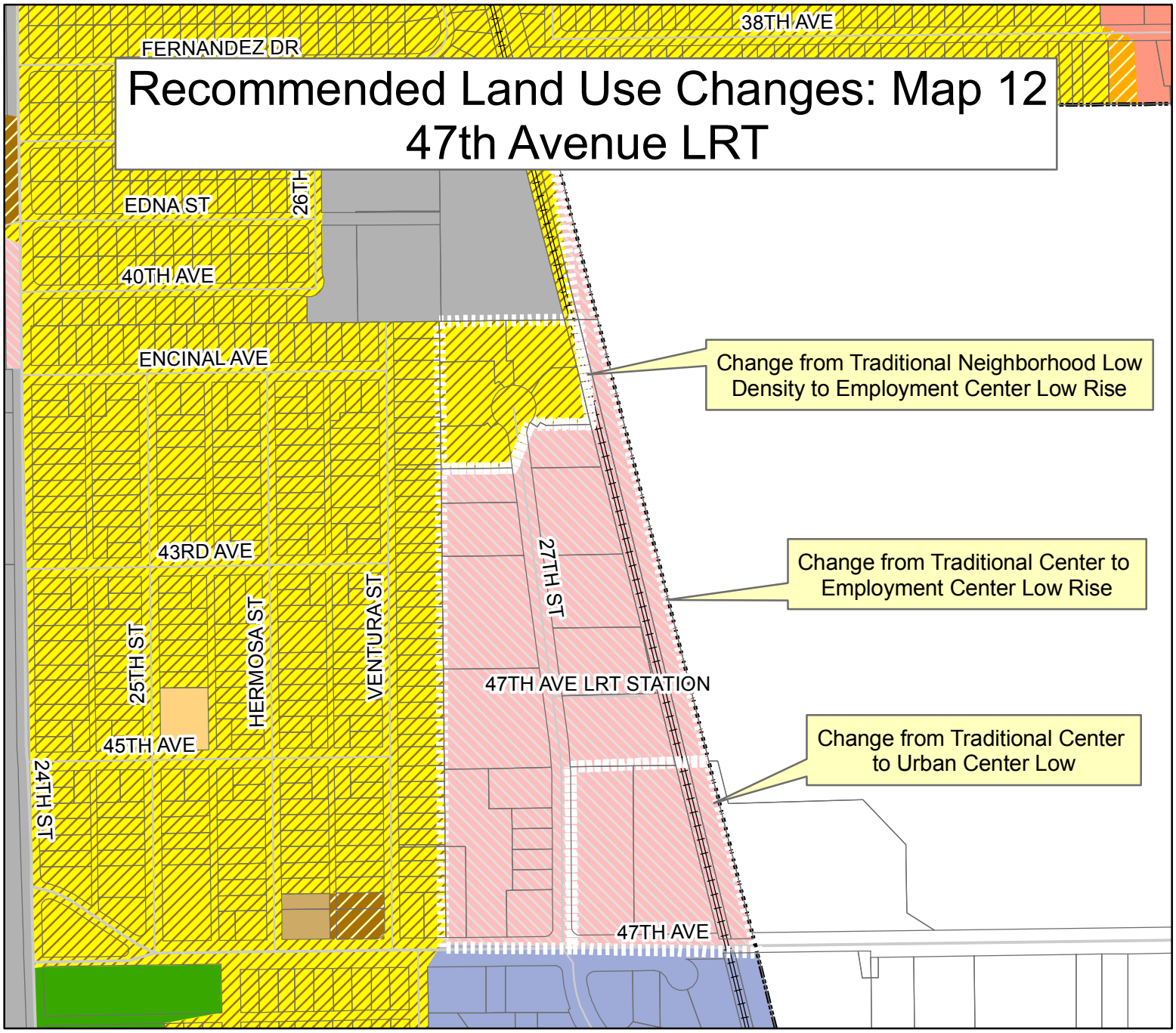


Recommended Land Use Changes: Map 12
47th Avenue LRT



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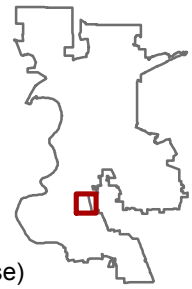
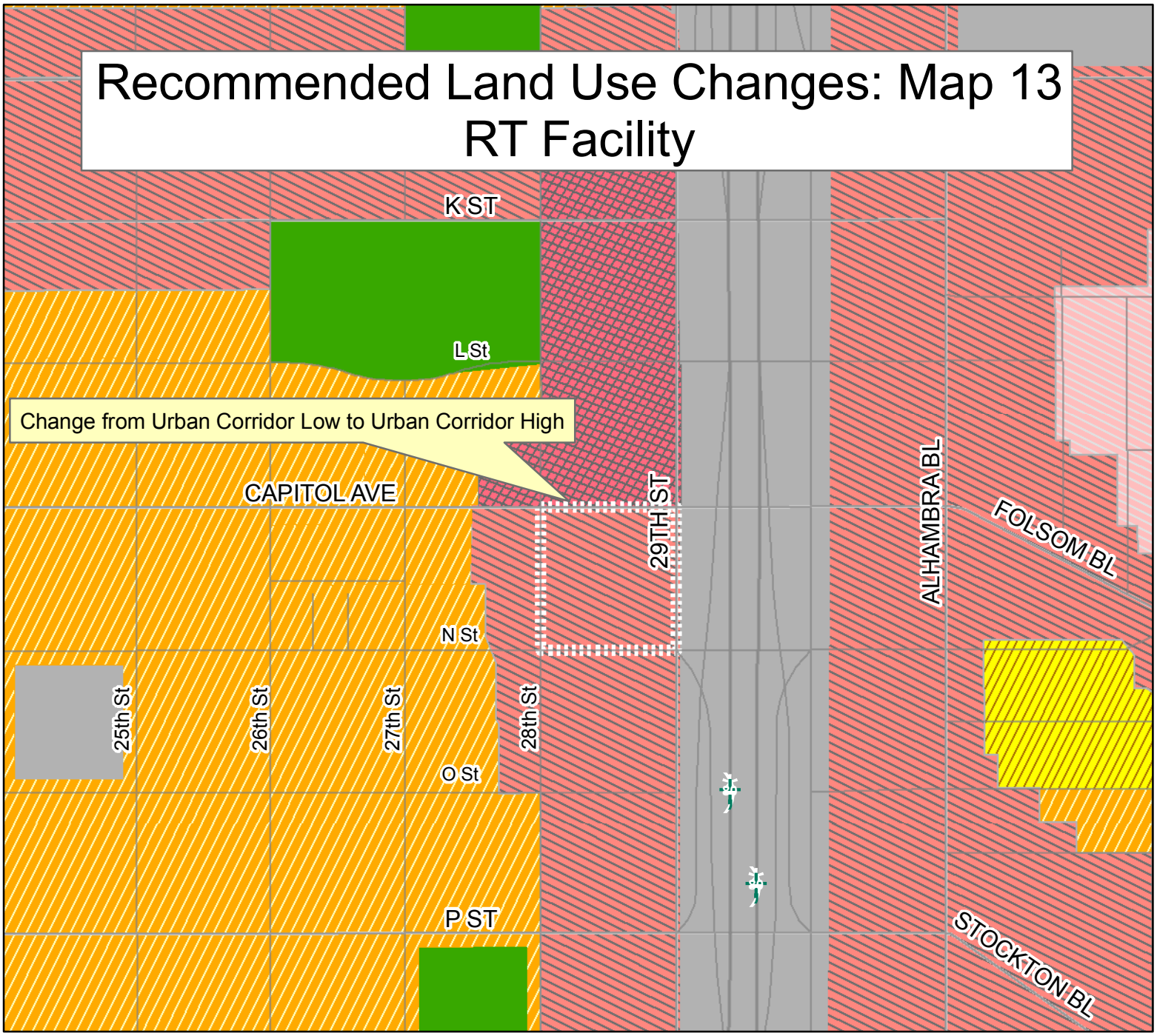


Recommended Land Use Changes: Map 13
RT Facility



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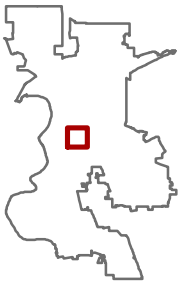
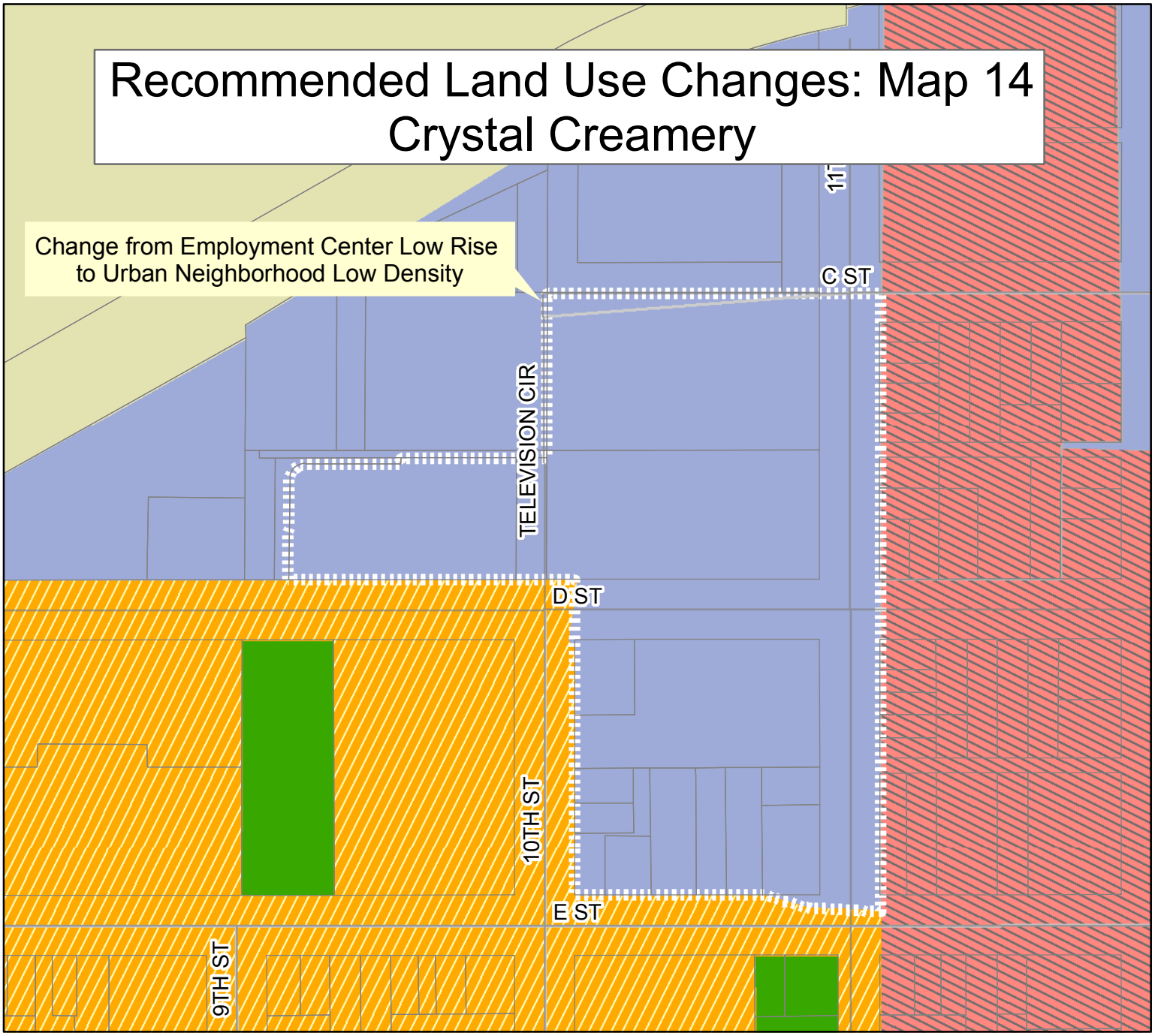


Recommended Land Use Changes: Map 14
Crystal Creamery



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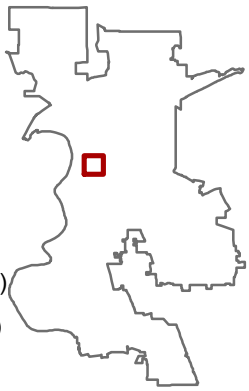
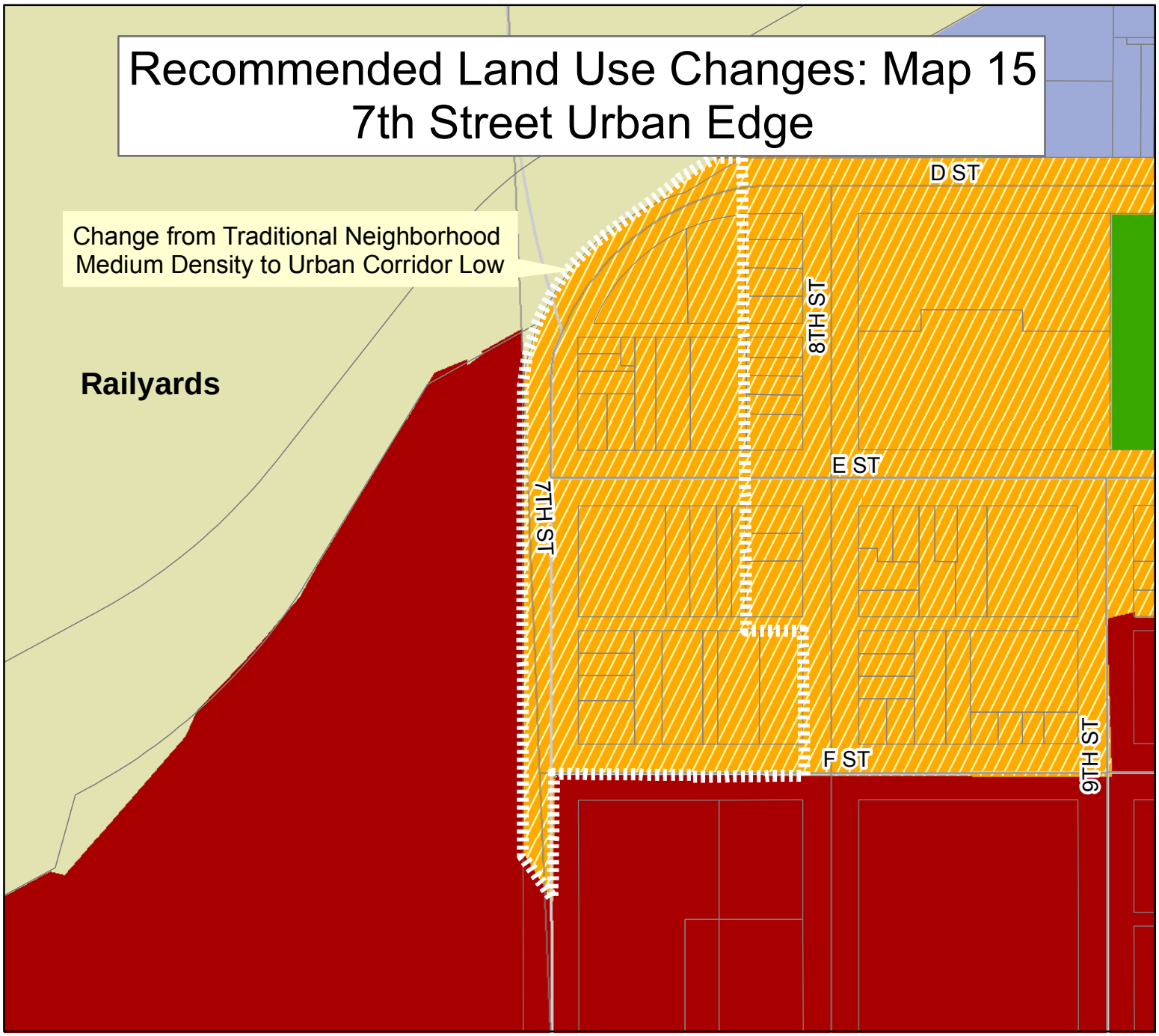


Recommended Land Use Changes: Map 15
7th Street Urban Edge



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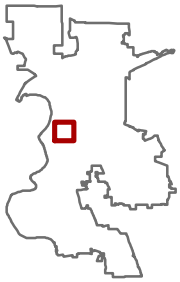
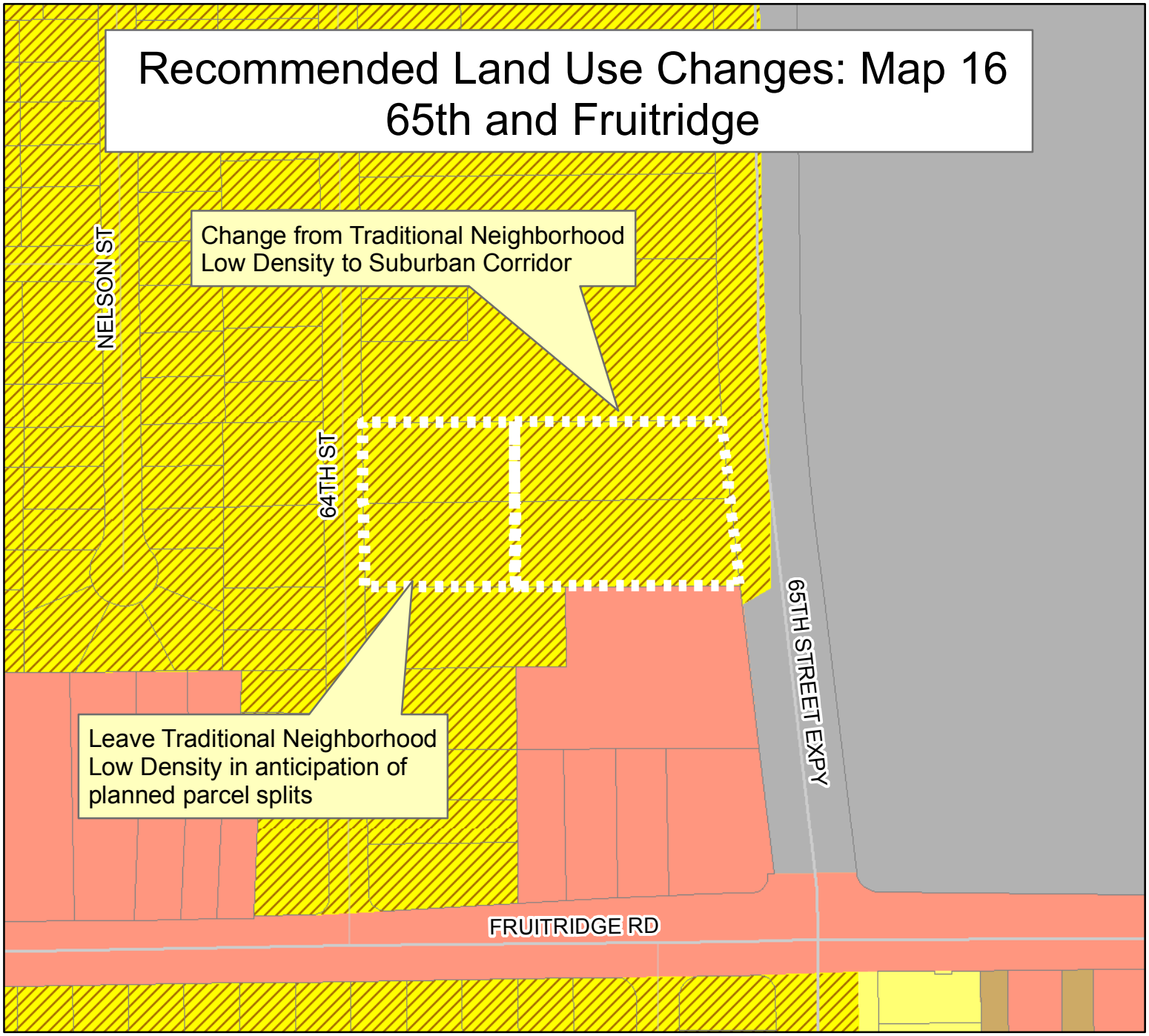


Recommended Land Use Changes: Map 16
65th and Fruitridge



DRAFT

Land Use Designations

Rural
- Rural Neighborhood

Suburban
- Suburban Neighborhood Low
- Suburban Neighborhood Medium
- Suburban Neighborhood High

Traditional
- Traditional Neighborhood Low
- Traditional Neighborhood Medium
- Traditional Neighborhood High

Urban
- Urban Neighborhood Low
- Urban Neighborhood Medium
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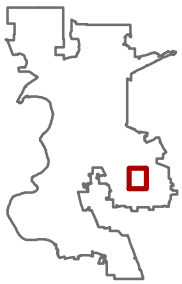
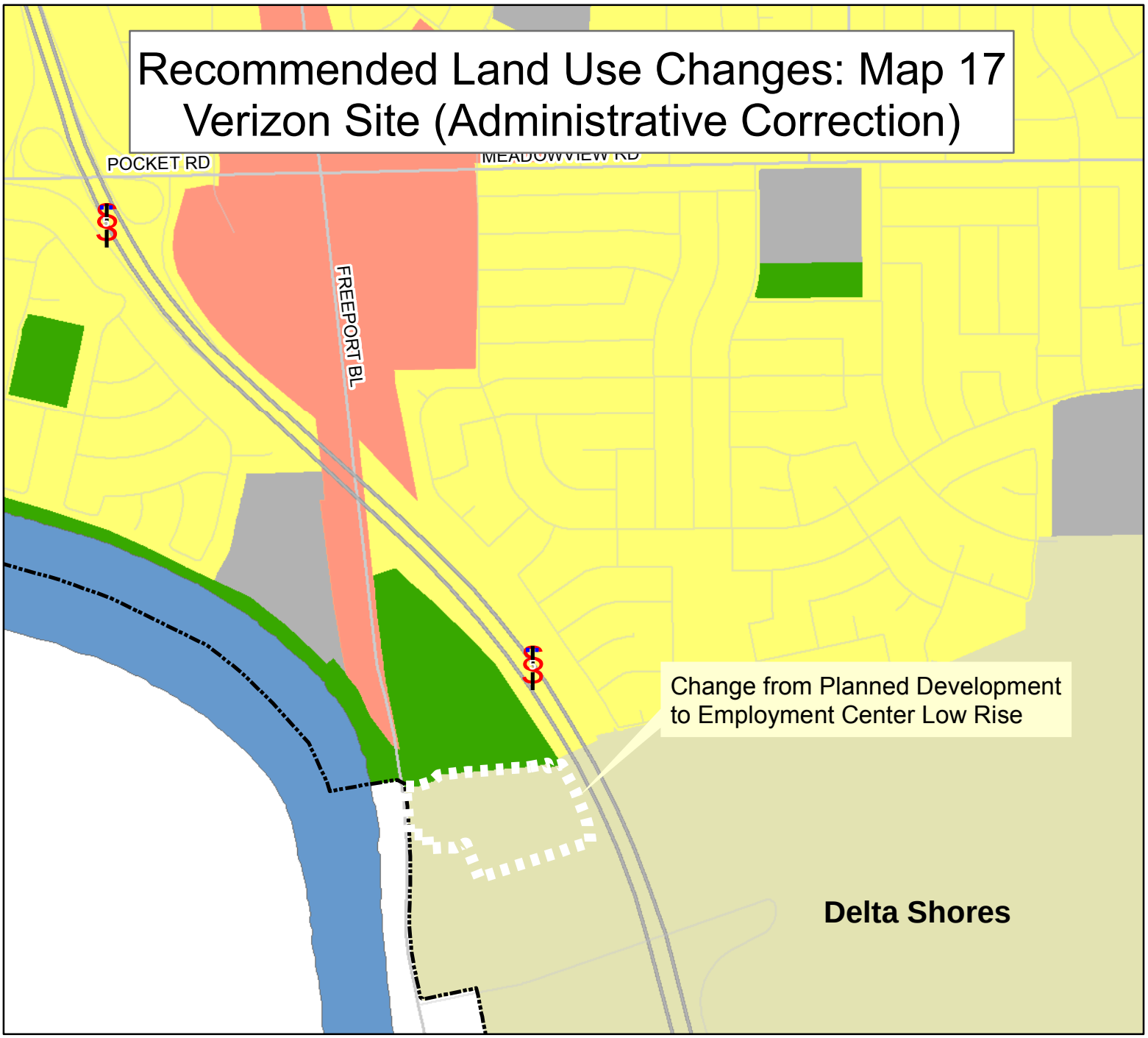
Centers
- Suburban Center
- Traditional Center
- Regional Commercial
- Urban Center Low
- Urban Center High
- Central Business District

Corridors
- Suburban Corridor
- Urban Corridor Low
- Urban Corridor High

Other Districts
- Employment Center (Low Rise)
- Employment Center (Mid Rise)
- Industrial
- Special Study Areas
- Planned Development
- Public
- Parks
- Open Space



Recommended Land Use Changes: Map 17
Verizon Site (Administrative Correction)



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Land Use Designations

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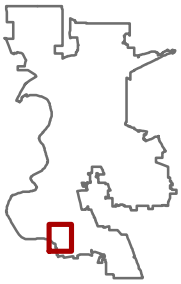
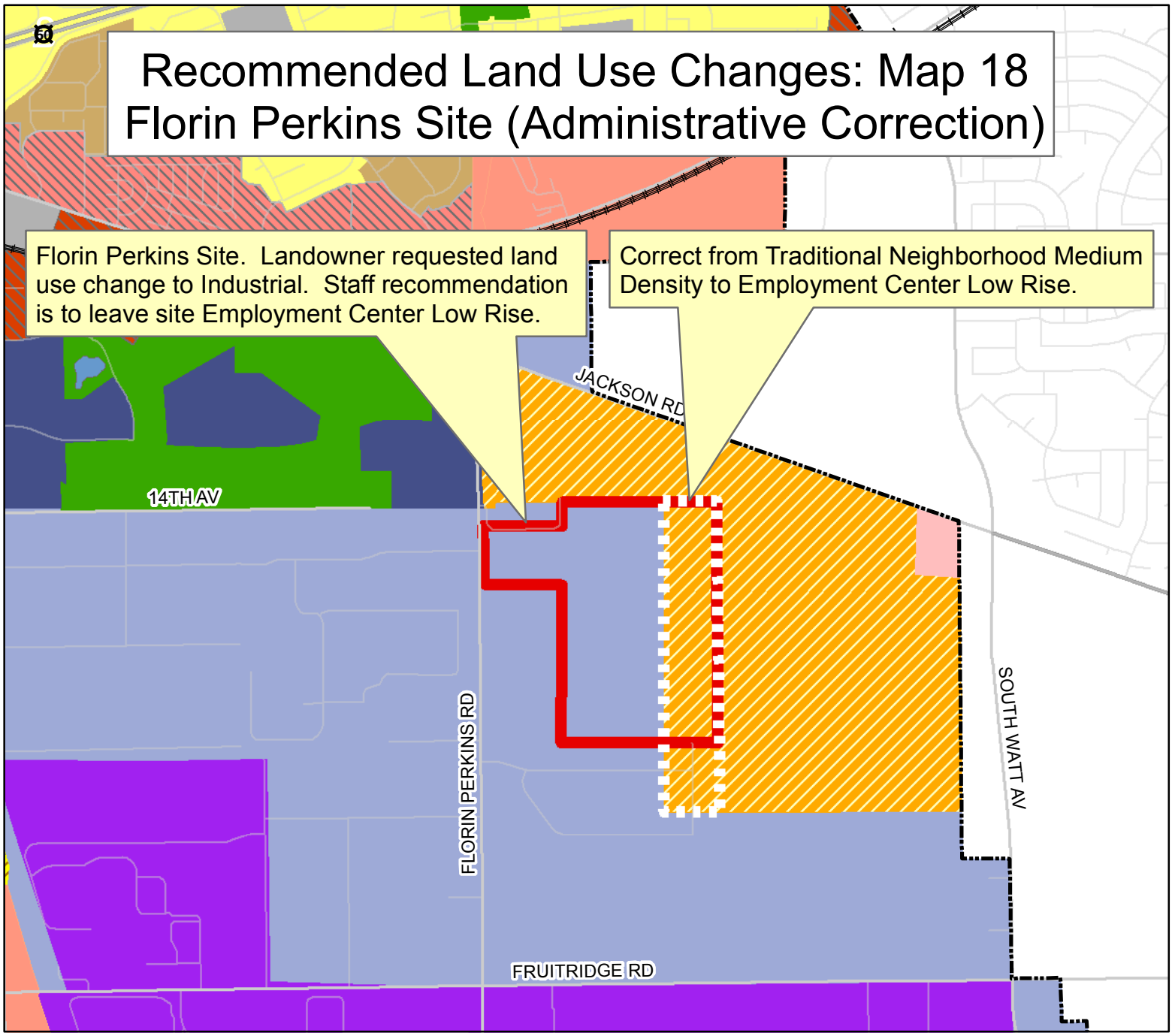


Recommended Land Use Changes: Map 18
Florin Perkins Site (Administrative Correction)



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Land Use Designations

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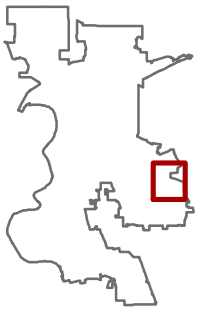
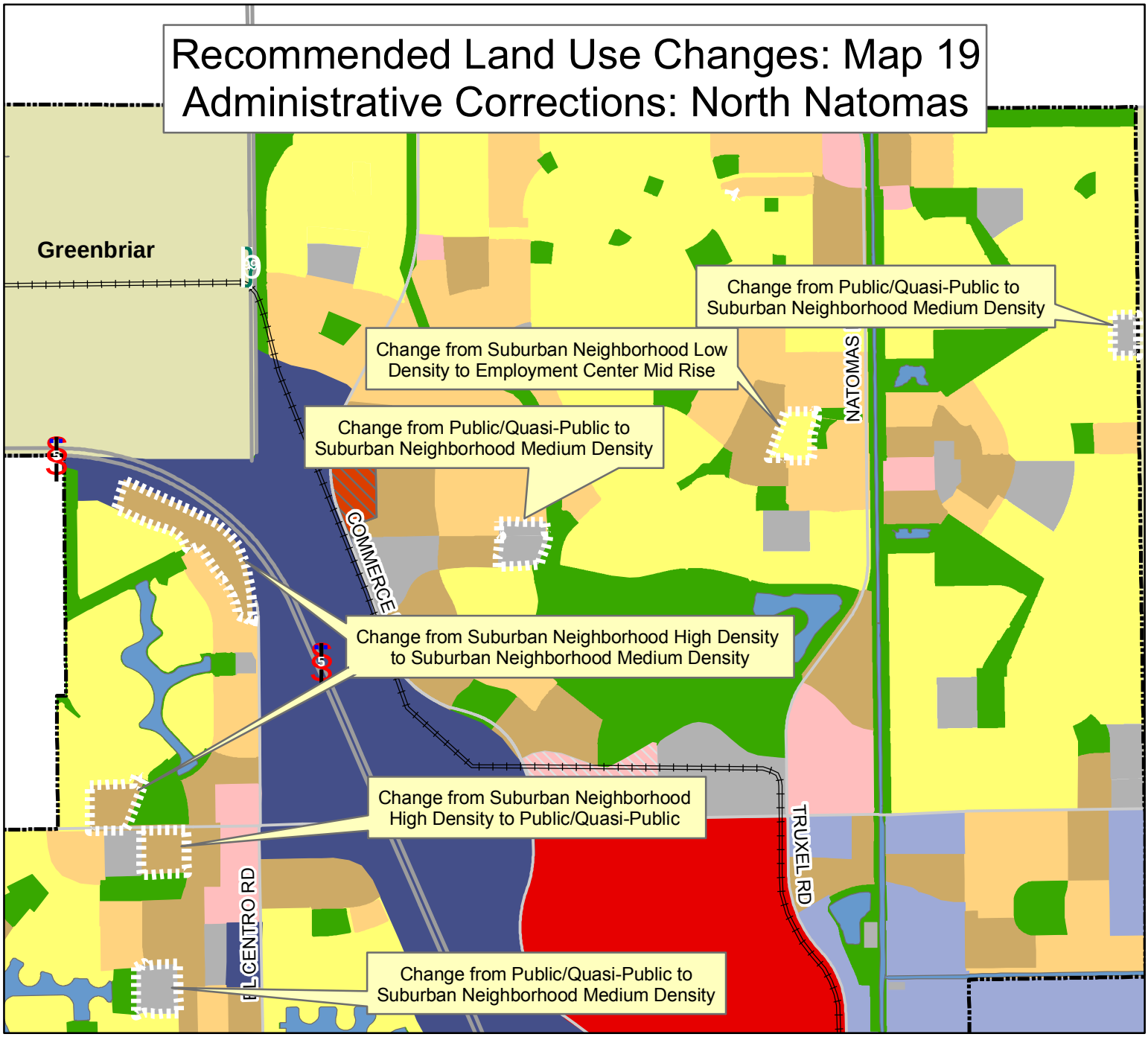


Recommended Land Use Changes: Map 19
Administrative Corrections: North Natomas



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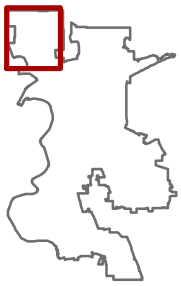
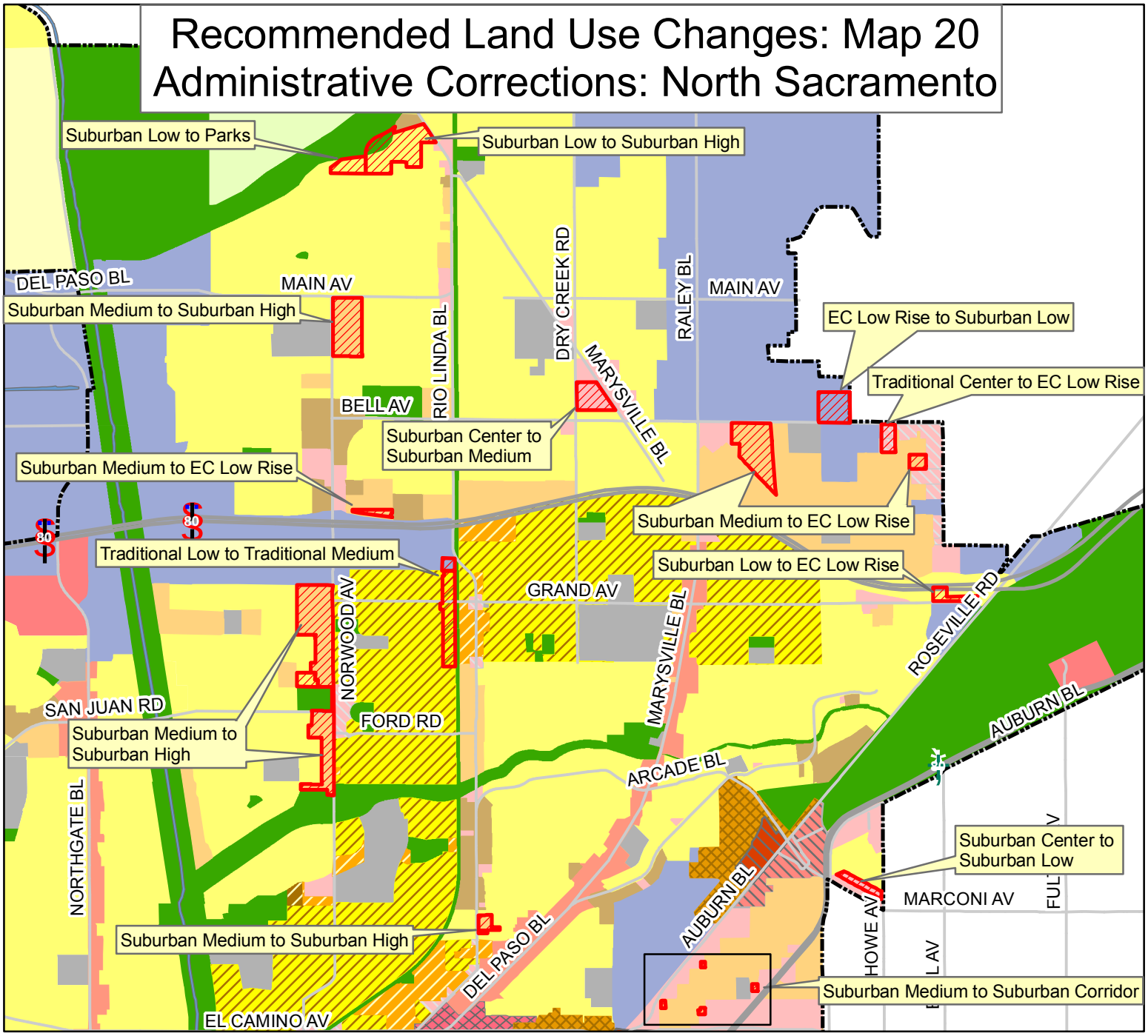


Recommended Land Use Changes: Map 20
Administrative Corrections: North Sacramento



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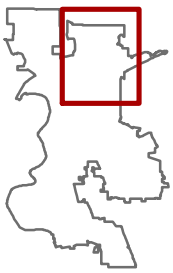
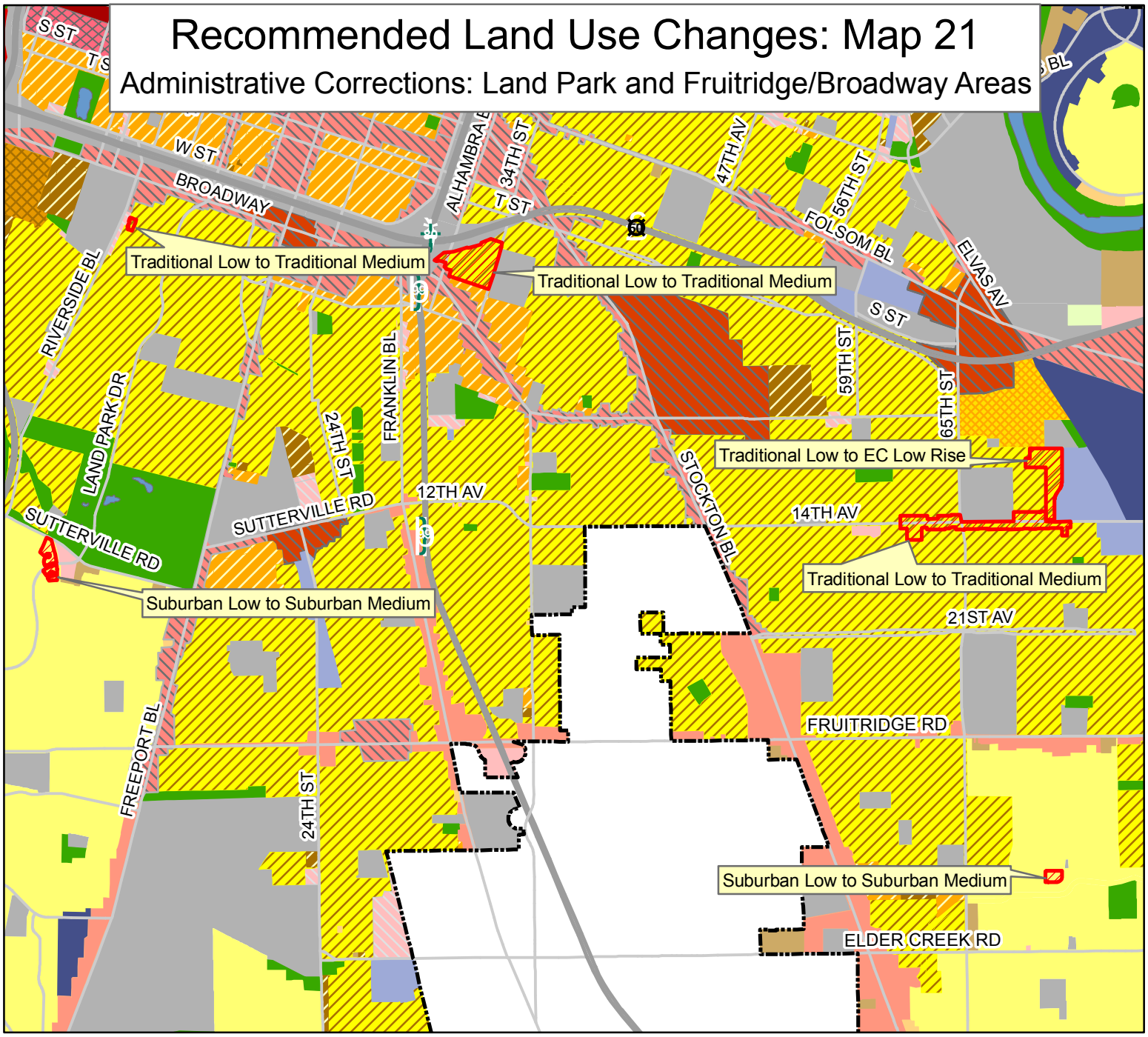


Recommended Land Use Changes: Map 21

Administrative Corrections: Land Park and Fruitridge/Broadway Areas



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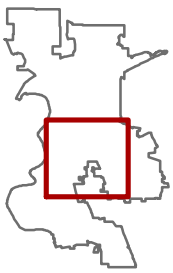
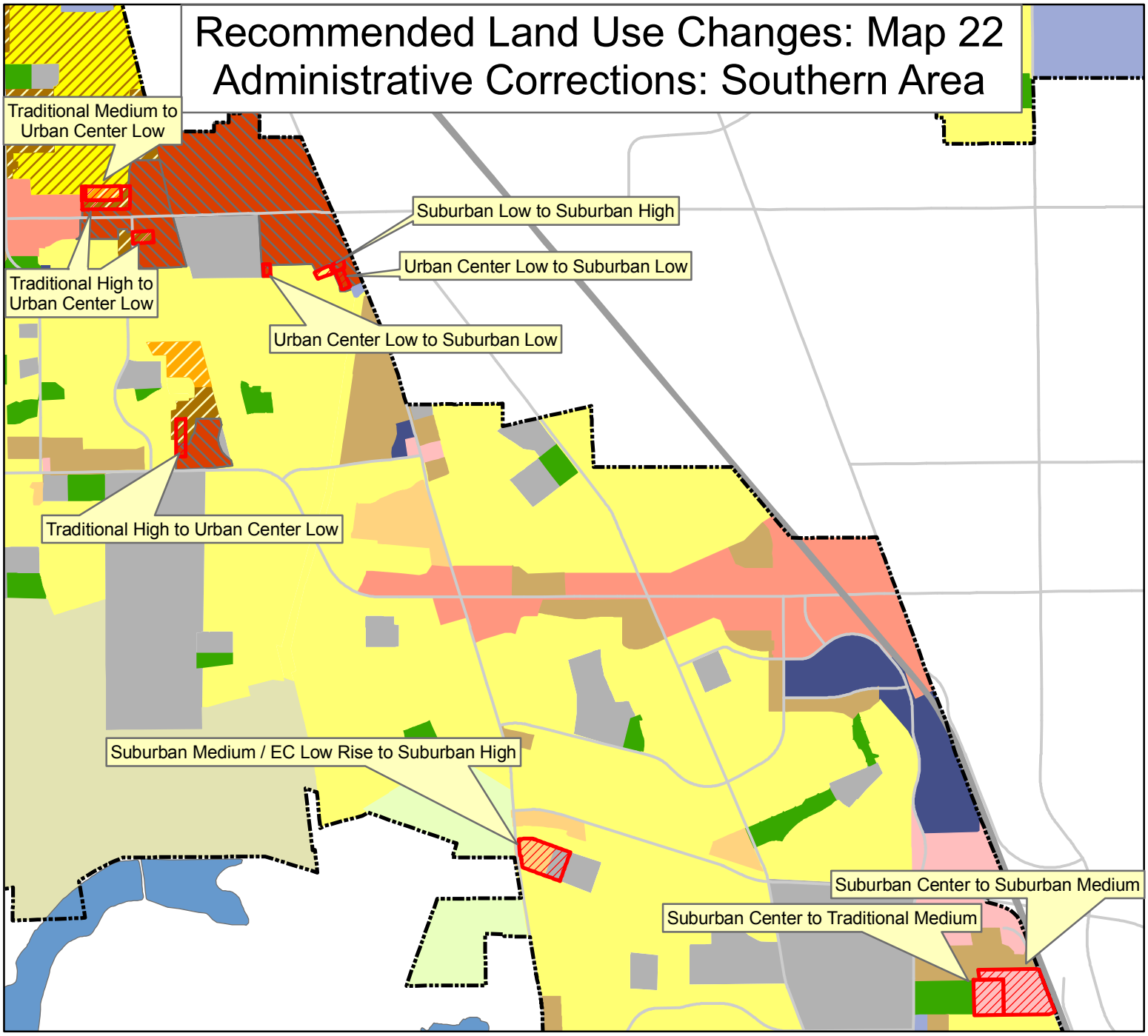


Recommended Land Use Changes: Map 22
Administrative Corrections: Southern Area



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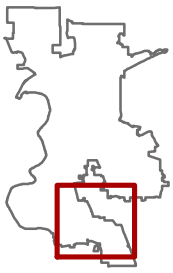

City of Sacramento
2030 GENERAL PLAN ADOPTION

City Council
March 3, 2009

Council – December 2, 2008

KEY ISSUES (Resolved)

- Storage of Hazardous Materials
- Central Business District Boundaries

KEY ISSUE (Outstanding)

- Climate Change

SACRAMENTO
2030 GENERAL PLAN

Council – March 3, 2009

KEY ISSUES

- Climate Change
- SB 375
- Land Use Changes

SACRAMENTO
2030 GENERAL PLAN

Climate Change

DISCUSSION POINTS

- Stronger action language (require vs. promote)
- Green building, phasing in over time
- Existing building energy retrofits
- Both costs and savings to City, customers
- Climate Action Plan by 2010: further study, implementation

SACRAMENTO
2030 GENERAL PLAN

SB 375

"ANTI-SPRAWL BILL" (Fall 2008)

- Alignment of regional planning with greenhouse gas targets
- CEQA Streamlining for Transit Priority Projects
- Synergy with General Plan's Opportunity Areas

SACRAMENTO
2030 GENERAL PLAN

Land Use Changes

- 65th Street and Fruitridge Road
- Delta Shores
- Administrative
  - Consistency with existing zoning.
  - Consistency with existing Community Plans.
  - Consistency with recently entitled development projects.

SACRAMENTO
2030 GENERAL PLAN

Staff Recommendation #1

Overrule Airport Land Use Commission's Findings of Inconsistency

- Council Action on 12/02/08 – Resolution of Intent to Overrule ALUC's Findings
- No Additional Comments from the ALUC

SACRAMENTO 2030 GENERAL PLAN

Staff Recommendation #2

Certification of the MEIR

- SB 375 Policy Language
- Climate Change
- Number of Lanes/Lane Classification

SACRAMENTO
2030 GENERAL PLAN

Staff Recommendation #3

Adopt the 2030 General Plan

- Replaces the 1988 General Plan
- Replaces the existing Community Plans
- Community Plans have been incorporated into the General Plan
- South Area Community Plan is the only new Community Plan

SACRAMENTO
2030 GENERAL PLAN

Staff Recommendations

- Overrule Airport Land Use Commission's Findings of Inconsistency
- Certification of the MEIR
- Adopt the 2030 General Plan

SACRAMENTO
2030 GENERAL PLAN