

Meeting Date: 3/3/2015

Report Type: Public Hearing

Report ID: 2015-00088

Title: 2035 General Plan Adoption (Noticed 01/30/2015; Continued from 02/10/2015)

Location: Citywide

Recommendation: Conduct a public hearing and upon conclusion 1) pass a Resolution certifying the Master Environmental Impact Report and adopting the mitigation monitoring program for the Sacramento 2035 General Plan; and 2) pass a Resolution adopting and implementing the Sacramento 2035 General Plan, incorporating the Climate Action Plan, and repealing the 2030 General Plan.

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Department: Community Development Dept

Division: Planning

Dept ID: 21001221

Attachments:

01-Description/Analysis

02-Background

03-Attachment 1 Final Master EIR

04-Attachment 2 Public Comment Matrix

05-Attachment 3 Revisions to the Draft 2035 General Plan (August 2014 through December 2014)

06-Attachment 4 Climate Action Plan and 2035 General Plan Correlation Table

07-Attachment 5 Resolution to Certify the MEIR

08-Exhibit A Findings of Fact and Statement of Overriding Considerations

09-Exhibit B Mitigation Monitoring Program

10-Attachment 6 Resolution to Adopt the 2035 General Plan

11-Exhibit A Public Hearing Draft 2035 General Plan

12-Exhibit B 2035 General Plan Background Report

13-Exhibit C Supplemental changes to the Public Hearing Draft 2035 General Plan

14-Attachment 7 Parks and Recreation Commission letter

15-Attachment 8 Sacramento Audubon Society Letter

16-Attachment 9 Walk Sacramento Letter

City Attorney Review

Approved as to Form
Jeffrey Heeren
2/25/2015 10:16:00 AM

Approvals/Acknowledgements

Department Director or Designee: Ryan Devore - 1/27/2015 8:53:29 AM

Description/Analysis

Issue Detail: The General Plan is the City's master plan for how and where the City will grow over the next 20 years. It also describes how the City will provide services to existing and future development including: roads, sewer, water, drainage, parks, police and fire protection. Although the General Plan was comprehensively updated in 2009, it must be updated every five years in order to stay current and relevant. On October 2012, the City initiated a five-year technical update to the 2030 General Plan. The five-year update focused on updating policies and programs to reflect changed conditions and priorities, streamline development review and implementation, and address new state laws.

The 2035 General Plan retains the overall land use and policy direction established in the 2030 General Plan. Elements, chapters, or sections of the existing General Plan have not been re-organized or comprehensively changed. In summary, the technical update focused on the following topical areas:

- Updating the planning timeframe through 2035;
- Integrating the 2012 Climate Action Plan (CAP) into the General Plan;
- Addressing State-mandated flood risk and flood protection requirements;
- Updating City traffic levels of service;
- Incorporating urban agriculture policies; and
- Parks Service level goal (unchanged)

Previously proposed updates to the parks service level goal are no longer included as part of the General Plan update. The Draft 2035 General Plan as originally circulated for public comment included policies that established park acreage service levels at 1.75 acres of neighborhood and community parks per 1,000 population for the Central City, and 3.5 acres for the remainder of the City. These service levels differ from those established by the 2030 General Plan, which calls for 2.5 acres each of neighborhood and community parks per 1,000 population citywide.

Public comments received regarding this policy pointed to a variety of concerns. Commenters indicated the reduction in park acreage service level standard could result in fewer park acres dedicated, reduction in Quimby fees that would limit the City's ability to construct and rehabilitate parks, and increase demand on recreational facilities operated and maintained by others.

In response, the City is proposing to retain the park acreage service levels that are currently in effect. The Public Hearing Draft 2035 General Plan has been revised to retain the service level goal of 5 acres of neighborhood and community parks per 1,000 population. Additionally, the City will initiate a comprehensive review of the funds available for park acquisition and/or development.

On August 14, 2014, staff presented to the Planning and Design Commission the Draft 2035 General Plan and the Draft Master Environmental Impact Report (MEIR) for review and comment. These documents were also released for public review and comment from August 11, 2014 through September 25, 2014. Following the close of the public comment period, staff prepared responses to all comments on the Draft 2035 General Plan and the Draft MEIR. Responses to comments that are related to the Draft MEIR are provided in the Final MEIR (Attachment 1). Responses to comments that are related to the Draft 2035 General Plan are provided in a separate matrix entitled "Public

Comment Matrix” (Attachment 2). This matrix includes a summary of the comment, staff’s response to the comment, and if applicable, staff’s recommended changes to the 2035 General Plan.

On January 15, 2015, the Planning and Design Commission voted unanimously to forward to the City Council a recommendation to certify the Master Environmental Impact Report (MEIR) and adopt the Sacramento 2035 General Plan along with changes one through five identified in Exhibit C of Attachment 6.

Exhibit C of attachment 6 also includes changes that have since been initiated by staff. These are minor technical changes to clarify policy language and to update a map with the most recent data available.

Revisions to mobility policy M 1.2.2 will include language from the 2030 general plan that was inadvertently omitted. This change will provide better consistency with the City traffic evaluation process and provide flexibility in determination of general plan consistency in cases where road improvements to meet level of service goals were found infeasible. In such cases, the City could achieve consistency by making a determination of infeasibility, accompanied by a finding that the project has contributed to improvements in the City’s overall transportation system. Volume-to-capacity (v/c) ratios identified in Policy 1.2.2 are removed because staff has determined that v/c ratios do not add meaningful policy direction. The policy expressed in policy 1.2.5 to limit expansion of the physical capacity of the roadway system, is moved to policy M 1.2.2 and Policy 1.2.5 has been deleted to eliminate redundancy.

Policy Considerations: The General Plan Implementation Program calls for an update of the General Plan every five years. This ensures that the General Plan policies, standards, and strategic implementation program continue to be aligned with the City’s vision and goals for growth and development, and are responsive to current economic, social, and technological trends.

Economic Impacts: None.

Environmental Considerations: The consideration and adoption of a new general plan is a “project” under the California Environmental Quality Act (CEQA), and a Master Environmental Impact Report (MEIR) has been prepared for the 2035 General Plan to satisfy CEQA requirements. CEQA provides that when a Master EIR has been prepared, subsequent projects that are within the scope of the MEIR may receive expedited environmental review.

The focus of the MEIR is cumulative development allowed under the 2035 General Plan, and cumulative impacts. Development assumptions in the MEIR are based on a level of development that can reasonably be expected during 20-year planning horizon of the 2035 General Plan. During the preparation of the MEIR, Environmental and Long Range Planning staff have been in close coordination, and an effort has been made to revise general plan policies to avoid or reduce environmental impacts to the greatest extent possible. The 2035 General Plan Update and MEIR is, therefore, intended to be self-mitigating through the use of environmentally protective policies. Once certified, the MEIR will be a reference point for the environmental review of many later projects.

Significant and unavoidable impacts have been identified for Air Quality, Biological Resources, Cultural Resources, Noise and Vibration, Public Utilities, and Transportation and Circulation. Consistent with the requirements of CEQA, the presence of significant and unavoidable impacts imposes a requirement for adoption of a Statement of Overriding Considerations to approve the

project. The CEQA Findings of Fact and Statement of Overriding Considerations (Exhibit A) along with the Mitigation Monitoring Plan (Exhibit B) are included in this report to City Council for adoption.

The MEIR was circulated for a 45-day public review and comment period pursuant to CEQA requirements, and has been posted online on the website maintained for environmental documents by the Community Development Department, and the general plan website at www.sacgp.org.

Seventy-six comment letters were received on the Draft MEIR. The comment letters and responses to comments are included in the attached Final MEIR. The Final MEIR responds to all comments received on the Draft MEIR and revises text and/or analyses where warranted. Formal responses to comments have been mailed to all agencies who commented on the Draft MEIR.

Following circulation of the Draft Master EIR for public comment, staff initiated several changes in the general plan. These changes have been posted on the 2035 General Plan website at: <http://portal.cityofsacramento.org/Community-Development/Planning/Long-Range/General-Plan/General-Plan-Update>. Chapter 5 of the Final Master EIR, which was included in the Final Master EIR originally posted online, has been restated to include reference to the proposed changes in the general plan. Restated Chapter 5 has been posted at the Community Development Department's EIR webpage listed below.

The changes proposed in the 2035 General Plan, and discussed in Restated Chapter 5, would not result in any new significant effects on the environment. The changes in the Master EIR do not constitute substantial new information that would require recirculation of all or a portion of the Draft EIR.

The Draft and Final MEIR are available on the Community Development Department's EIR webpage at the following:

<http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>

Sustainability: The Draft 2035 incorporates Climate Action Plan goals and policies to reduce dependence on the automobile, reduce greenhouse gas emissions, improve air quality, preserve open space, encourage community participation, and improve health of citizens.

Commission/Committee Action: On January 15, 2015, the Planning and Design Commission voted unanimously to forward to the City Council a recommendation to certify its Master Environmental Impact Report (MEIR) and adopt the Sacramento 2035 General Plan with changes one through five in Exhibit C to Attachment 6 including the following added language to policy ER 3.1.2 (see double underlined text below).

ER 3.1.2 Manage and Enhance the City's tree canopy.  The City shall continue to plant new trees, ensure new developments have sufficient right-of-way width for tree plantings, manage and care for all publicly owned trees, and work to retain healthy trees. The City shall monitor, evaluate and report, by community plan area and citywide, on the entire tree canopy in order to maintain and enhance trees throughout the City and to identify opportunities for new plantings. (RDR/MPSP/SO)

Rationale for Recommendation: The Draft 2035 General Plan is consistent with the adopted Vision and Guiding Principles, the SACOG Metropolitan Transportation Plan Allocations, Smart Growth Principles, and City's Strategic Plan. The 2035 General Plan is a state-required land use and policy document that will guide the City's growth in a sustainable manner for the next 20 years.

Financial Considerations: None at this time.

Local Business Enterprise (LBE): No goods or services are being purchased under this report.

Background

The 2030 General Plan has served the City well since its 2009 adoption and has resulted in key implementation measures, including: rezoning of over 2,500 parcels, updating of the planning and development code, updating of the city parking regulations, and streamlining benefits to promote development projects. This technical/minor five-year General Plan update is necessary to reflect changed conditions and priorities, streamline development review and implementation, and address new state laws. Key changes in the 2035 General Plan are summarized in the table below:

Update forecast for the planning timeframe through 2035
<p>The 2030 General Plan and MEIR previously evaluated projected growth through the year 2030. The significant slowdown in development activity since 2008 warranted a “dial down” of the housing, employment, and population projections to be consistent with SACOG’s Metropolitan Transportation Plan and an extension of the planning horizon to 2035.</p>
Climate Action Plan (CAP)
<p>A climate action plan is a comprehensive strategy to reduce greenhouse gas emissions. The Sacramento Climate Action Plan was adopted by City Council on February 14, 2012. The 2035 General Plan integrates actions and measures from the climate action plan into its overall policy framework. This integrated approach allows the 2035 General Plan to be recognized as a “Plan for the Reduction of Greenhouse Gas Emissions” (as allowed for in section 15183.5 of the California Environmental quality Act Guidelines). The Climate Action Plan strategies, measures, and actions that reduce greenhouse gas emissions have been incorporated into appropriate elements of the proposed General Plan. (See Attachment 4 for the CAP and 2035 General Plan correlation table). The General Plan also includes descriptions of climate change risks and policies, measures, and actions throughout the General Plan Elements to address adaptation to climate change impacts.</p>
Flood Protection
<p>The 2035 General Plan includes new goals, policies, and implementation programs that seek to reduce flooding risks to residents and property. Recent State legislation (i.e., SB 5 and AB162) requires the City to improve local land use decisions by strengthening the link between land use and flood management “for the consideration of flood hazards, flooding, and floodplains” to address flood risks. In compliance with recent State legislation, the 2035 General Plan adds additional policies and maps to address flood risks and higher standards for flood protection consistent with State law. The new goals, policies, and implementation measures will help minimize flood-related impacts to existing and new city residents and essential public facilities. Policies proposed under the 2035 General Plan include levee requirements, new development evaluations, and flood management planning efforts, all resulting in a minimum flood protection standard based on a 200-year storm event. It requires new development to be reasonably safe from flooding and consistent with California Department of Water Resources (DWR) Urban Level of Flood Protection Criteria. The Plan sets forth policies to protect levees and other flood protection facilities. It also sets forth implementation programs that ensure the City will update local ordinances and conduct necessary studies to ensure new development is not planned in unprotected areas and to</p>

provide for the improvement and maintenance of flood protection facilities.
Traffic Level of Service
The current traffic LOS standard could require mitigation in some areas that would result in increases in road size inconsistent with urban land uses. The 2035 General Plan includes a policy shift that would maximize the efficiency of the roadway network for all transportation modes while minimizing potential negative impacts. These objectives would be balanced by maintaining citywide traffic expectations at LOS D while identifying areas and streets where other community values are more important than maximizing traffic flow. These new areas include Priority Investment Areas, where transit use, walking and biking are prioritized and where there is not sufficient space to widen roadways. Additionally, streets projected to have LOS E or F by 2035 will not be required to operate at LOS D.
Urban Agriculture
The 2035 General Plan includes new goals and policies to promote urban agriculture, in order to support the production and sale of locally grown foods, as well as improve public health and well-being, increase public awareness, and community-building, particularly in areas that have vacant or underutilized land.
Traditional Neighborhood Medium Density (TMND)
In the Central City many parcels with a General Plan designation of Traditional Neighborhood Medium Density (TNMD) are also zoned R3A. The maximum density for TNMD is 21 dwelling units/net acre, while the R3A zone allows up to 36 du/na. This discrepancy creates problems and confusion for implementing development applications when the General Plan has a lower density than the zoning.
In the past staff has relied on Land Use policy 4.3.2, which allows staff to consider the average block density, to work around this problem. However, implementing this policy has been very cumbersome and creates a lot of uncertainty. It has also had the unintended consequence of allowing densities greater than 36 du/na. In order to fix this discrepancy and encourage infill development, the draft 2035 General Plan proposes that the maximum density in the TNMD designation to be adjusted from 21 to 36 dwelling units per acre. This change will recognize both the existing density range of up to 36 dwelling units per net acre allowed in the R3A zone as well as the broader range of densities that currently exist in traditional medium density areas.

These key technical updates in the Sacramento 2035 General Plan are the outcome of two years of work by, City staff, a multi-disciplinary consultant team, the Planning and Design Commission, City Council, and the community.

Throughout the General Plan update process, Planning staff and the consultant team met with a Technical Advisory Committee (TAC) made up of City department representatives. The TAC addressed specific issues associated with the 2035 General Plan including land use, economic development, mobility/transportation, air quality, infill, housing, finance, infrastructure,

community/urban design, preservation, cultural resources, community outreach/involvement, parks, recreation, open space, health, safety, environmental, and regional issues.

Public Contact

Development of the Sacramento 2035 General Plan and Final MEIR included public outreach that sought input regarding the key issue areas identified in the update. Since the project was initiated in October of 2012, the following meetings have been held:

Public Workshops/Community Meetings

- November 15, 2012: Planning and Design Commission Workshop#1
- January 9, 2013: Notice of Preparation-Scoping Meeting
- February 7, 2013: Parks and Recreation Commission Meeting #1
- February 27, 2013: Community Meeting
- March 14, 2013: Planning and Design Commission Workshop #2
- January 27, 2014: Planning and Design Commission Workshop #3
- August 14, 2014: Planning and Design Commission Workshop #4
- September 4, 2014: Parks and Recreation Meeting #2
- September 17, 2014: Preservation Commission Meeting
- January 15, 2015: Planning and Design Commission Public Hearing

In addition to the noticed public meetings listed above, notification emails were sent to over 2,000 contacts at key stages of the General Plan Update. Staff also conducted the following meetings to get additional input on the General Plan:

- January 17, 2013: Tribal Historic Preservation Committee Meeting
- February 3, 2013: Regional Transit Meeting
- February 26, 2013: Property Based Improvement Districts (PBIDs), business owners, and developers
- April 29, 2013: Soil Born Farms Meeting
- June 13, 2013: Stakeholder Meeting
- June 25, 2013: Stakeholder Conference Call
- August 9, 2014: Greenwise Joint Venture Meeting
- October 17, 2013: Stakeholder Meeting
- January 13, 2014: Ubuntu Green Meeting
- May 12, 2014: ECOS land use committee meeting
- September 3, 2014: Sierra Health Foundation Meeting
- September 9, 2014: Health Education Council Meeting
- November 5, 2014: Sacramento Area Council of Governments Meeting
- November 19, 2014: Walk Sacramento Meeting

Public Review Period and Public Comments

On August 11, 2014 the Draft 2035 General Plan was released for public review. The Draft MEIR was also published for public review on August 11, 2014 initiating the required minimum 45-day public review period required by the California Environmental Quality Act (CEQA). During the public review period, the City conducted the following meetings to give members of the Planning and Design Commission and the public the opportunity to comment on the Draft 2035 General Plan and Draft MEIR:

- Planning and Design Commission Workshop: August 14, 2014: The Planning Commission held a workshop to review and comment on the Draft 2035 General Plan and Draft MEIR.
- Parks and Recreation Commission Workshop: September 4, 2014: The Parks and Recreation Commission received a presentation from staff recommending a General Plan update that would reflect a Parks acreage service level goal reduction from the current 5 acres/1,000 population to 3.5 acres citywide, and 1.75 acres in the Central City. After hearing from staff and hearing public comment, the Commission voted unanimously to inform the City Council of their opposition to any reduction in parks service level goals (See attachment 7).
- Community Open Houses: The City held three open houses during the Draft MEIR public review period:
 - September 3, 2014, 5:30 p.m. to 7:00 p.m. at Pannell Meadowview Community Center, 2450 Meadowview Road, Sacramento, California 95832
 - September 4, 2014, 5:30 p.m. to 7:00 p.m. at New City Hall, 915 I Street, Sacramento California 95814
 - September 8, 2014, 5:30 p.m. to 7:00 p.m. at South Natomas Community Center, 2921 Truxel Road, Sacramento, California 95833

The Open House workshops were structured around a series of “stations” that provided information about proposed changes in the Sacramento 2035 General Plan. Community members were encouraged to go from station to station to learn about the key changes proposed to the general plan. Stations included: Climate Action Plan, Flood Protection, Mobility, Parks, Land Use, Urban Agriculture, and the Draft MEIR Station. Participants were also given comment cards that they filled out with specific questions, concerns, or ideas related to the Draft Sacramento 2035 General Plan and the Draft MEIR.

Community members, government agencies, and community organizations also had the opportunity to provide comments on the Draft Sacramento 2035 General Plan and the Draft MEIR by submitting written comments to the City. The public review period for the DEIR ended on September 25, 2014. Staff received approximately eighty comment letters on the Draft Sacramento 2035 General Plan and Draft MEIR during the public comment period. The comment letters are provided in the Final MEIR (Attachment 1).

Response to Comments and Recommended Changes to the Draft Sacramento 2035 General Plan

Following the close of the public comment period, staff prepared responses to all comments on the Draft Sacramento 2035 General Plan and the Draft MEIR. Responses to comments that are related to the Draft MEIR are provided in the Final MEIR. Responses to comments that are related to the Draft 2035 General Plan are provided in a separate table entitled “Public Comment Matrix” (Attachment 2). A summary of the changes incorporated into the General Plan as a result of public input are listed in Attachment 3. Staff also recently received letters from the Sacramento Audubon society (see Attachment 8) and a letter from Walk Sacramento (see Attachment 9).

The following table provides a general overview of major General Plan issues and public comments made during the public review period for the Draft 2035 General Plan.

Draft Proposal for Parks Service Level Goal	<ul style="list-style-type: none"> • Parks service level goal would change from 5 acres/1,000 population to the following: Outside the Central City: 3.5 acres/1,000 population. Within the Central City: 1.75 acres/1,000 population.
Public Comments	<ul style="list-style-type: none"> • Comments received regarding this policy revision pointed to a variety of concerns. Commenters indicated the reduction in park acreage service level standards could result in fewer park acres dedicated, reduction in Quimby fees that would limit the City’s ability to construct and rehabilitate parks, and increase demand on recreational facilities operated and maintained by others.
Staff Response	<ul style="list-style-type: none"> • The proposed service levels generated substantial comment, and the 2035 General Plan has been revised retain the service level goal of 5 acres of neighborhood and community parks per 1,000 population until the issue can be considered in conjunction with a comprehensive review of funding available for parkland acquisition and development.
Draft Proposal for Mobility	<ul style="list-style-type: none"> • Allow a traffic level of service of F for Priority Investment Areas, where transit use, walking and biking are prioritized and where there is not sufficient space to widen roadways. Additionally, streets projected to have LOS E or F by 2035 will not be required to operate at LOS D.
Public Comments	<ul style="list-style-type: none"> • Several commenters indicated that the higher levels of traffic that would be allowed under the proposed change to LOS standard would affect livability because traffic on the more congested “exempt” roadways would cut through local residential streets.
Staff Response	<ul style="list-style-type: none"> • New development will be evaluated for impacts on the local transportation network. • The City’s 2035 General Plan Update includes goals and policies that relate to numerous aspects of life in the city, including neighborhood traffic. One important goal in considering traffic-related livability issues is proposed Goal M 4.3: Neighborhood Traffic. Enhance the quality of life within existing neighborhoods through the use of neighborhood traffic management and traffic calming techniques, while recognizing the City’s desire to provide a grid system that creates a high level of connectivity.
Draft Proposal for the Traditional Neighborhood Medium Density Designation	<ul style="list-style-type: none"> • Increase the maximum density from 21 to 36 dwelling units/acre.
Public Comments	<ul style="list-style-type: none"> • Commenters stated a concern that this change could incentivize demolition by neglect (of historic structures).
Staff	<ul style="list-style-type: none"> • Staff will evaluate the feasibility of a Mills Act program and a

Response	program for enhanced maintenance standards to discourage demolition by neglect.
Public Comments pertaining to Trees and the Urban Forest	<ul style="list-style-type: none"> • Several commenters requested new policies to further the City’s urban forest goals and expand accountability for trees and tree canopy.
Staff Response	<p>Policy ER 3.1.2 is will be modified with additional language shown in <u>double underline</u> text below:</p> <p>ER 3.1.2 Manage and Enhance <u>the City's tree canopy.</u> 🌳. The City shall continue to plant new trees, ensure new developments have sufficient right-of-way width for tree plantings, manage and care for all publicly owned trees, and work to retain healthy trees. <u>The City shall monitor, evaluate and report, by community plan area and citywide, on the entire tree canopy in order to maintain and enhance trees throughout the City and to identify opportunities for new plantings.</u> (RDR/MPSP/SO)</p>

Next Steps:

Following certification of the MEIR and adoption of the Sacramento 2035 General Plan, city staff and the consultant team will work to convert the General Plan into a user friendly format to be easily accessible on the City’s web page, and City staff will begin implementing the various programs in the General Plan.

Final Master Environmental Impact Report

The Final Master EIR may be found here:

<http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.aspx>

Public Comment Matrix

SUMMARY OF COMMENTS ON THE DRAFT GENERAL PLAN

To help keep track of and organize comments on the draft 2035 General Plan, City staff and the Consultant team have prepared the attached General Plan Public Comment Matrix. The matrix summarizes comments received from the public and provides staff recommended responses. The matrix organizes comments in the order of appearance in the draft 2035 General Plan. Within the matrix, comments are identified by reference number, date received, type, source (i.e., name and organization or affiliation), and affected page of the draft 2035 General Plan.

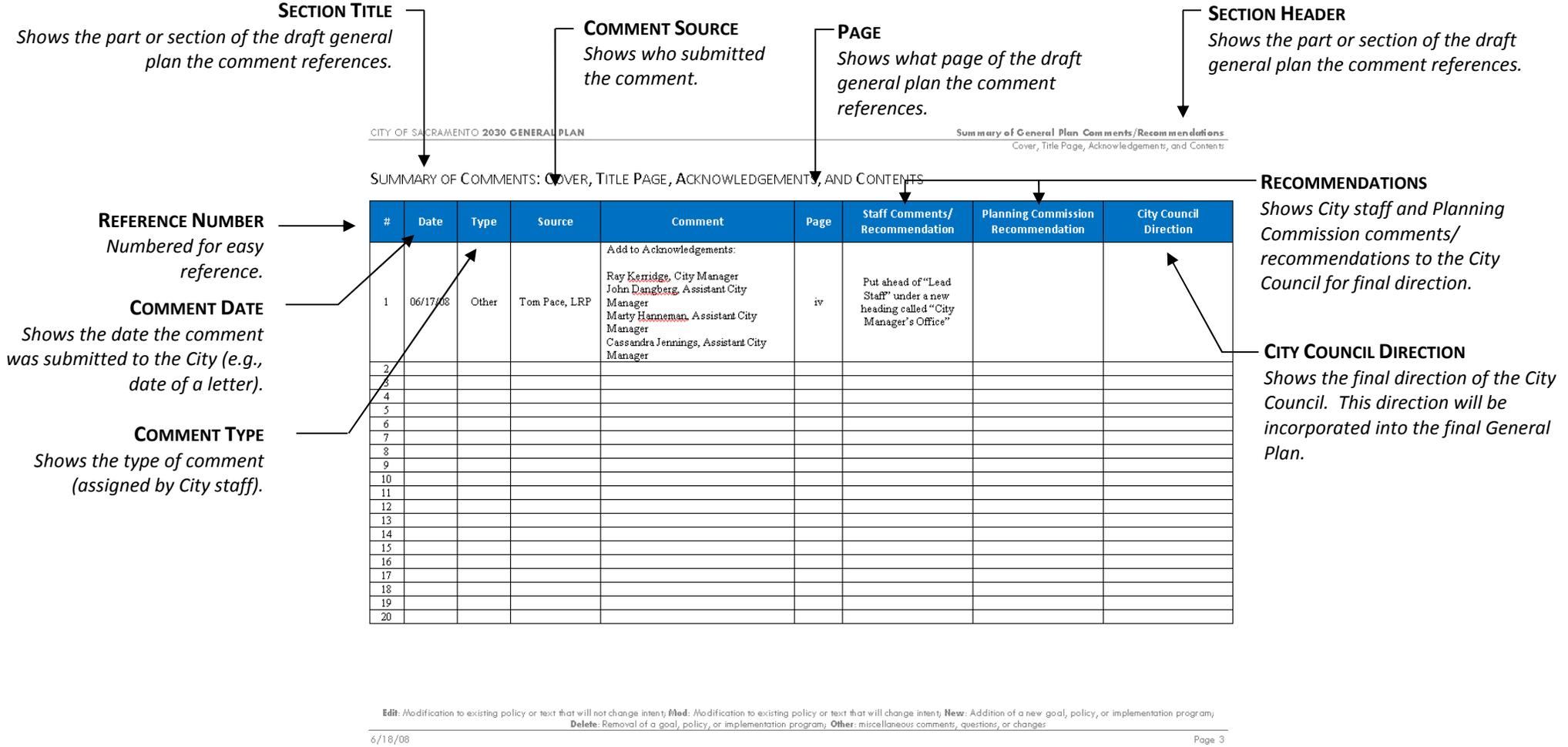
Each comment has also been classified by type using one of the five following categories:

- **Edit:** Modifications to draft policies or text that **will not change** the intent or direction of the goals, policies, or implementation programs;
- **Mod:** Modifications to draft policies or text that **will change** the intent or direction of the goals, policies, or implementation programs;
- **New:** New goals, policies, or implementation programs not currently in the draft that are proposed for inclusion;
- **Delete:** Requests to remove goals, policies, or implementation programs currently in the draft; or
- **Other:** Miscellaneous comments, questions, or changes that do not fall into any of the above categories.

The matrix includes a column for Staff comments/recommendations, Planning and Design Commission recommendations, and City Council direction. Initially, the table will only include Staff comments/recommendations. As the review process proceeds the table will be updated to include Planning and Design Commission recommendations. Final direction on each comment from the City Council will complete the table and be used to update the General Plan for final hearings and adoption.

EXAMPLE

The following graphic shows how the comment table is organized:



SUMMARY OF COMMENTS

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
1	9/25/2014	Other	Judith L. Lamare and James P. Pachl, residents	<p>I47-3, Policy LU 1.1.2 The proposed 2035 General Plan and DMEIR relies upon the assumption that the City’s population will grow by 165,000 additional residents, from 475,000 in 2012 to 640,000 residents by 2035, and that jobs in the City would grow by 86,483 employees, from 299,732 to 386,215 total jobs in the City, between 2012 and 2035. This analysis relies entirely on SACOG’s 2035 MTP/SCS, which relies on Preferred Blueprint Scenario. These very speculative projections are driving the General Planning Update process.</p>	2-2	<p>State law (SB 375, 2008) encourages the City to plan future growth consistent with the MTP/SCS. SACOG’s regional population and employment projections have been accepted by the City as reasonable and realistic forecasts of future growth for the city and other communities in the region and are appropriate for use in the 2035 General Plan.</p> <p>Recommend no change.</p>
2	9/24/2014	Other	Judy Mc	<p>I41-4, Policy LU 1.1.2 and numerous other policies Infill does not seem to be a needed thing with the above statement about housing, employment and population projections.</p>	2-2	<p>A theme of the adopted 2030 General Plan is that Sacramento favors infill over expanding outward, and plans for a more compact growth pattern. Infill development presents numerous challenges (e.g, fiscal, policy, environmental). Consequently numerous policies in the existing and proposed 2035 General Plan encourage and incentivize infill development for its benefits to the community, including encouraging the use of alternative transportation modes, reducing air pollution and greenhouse gas emissions, and revitalizing existing neighborhoods, corridors, and centers.</p> <p>Recommend no change.</p>
3	10/6/2014	Edit	Don Lockhart, Sac LAFCOo	<p>A14-1, Policy LU 1.1.8 Annexation Prior to City Services. Prior to the provision of City services to unincorporated areas, the city shall require those unincorporated properties be annexed into the City, or that a conditional service agreement be executed agreeing to annex when deemed appropriate by the City. (RDR). “Conditional service agreement” may also necessitate LAFCo Approval of an out of area service extension (GC 56133), if the service is to a private party.</p>	2-3	<p>Comment noted. The City will work with LAFCo to ensure necessary LAFCo approvals are obtained by private applicants.</p> <p>Recommend no change.</p>
4	9/23/2014	Mod	Paul Devereux,	<p>A5-1, Policy LU 2.2.3</p>	2-7	<p>Recommend revising Policy LU 2.2.3 as follows:</p>

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
			General Manager and District Engineer at RD1000	Policy LU 2.2.3 to improve access to river should be subject to the public safety requirements of the Local Maintaining Agencies (LMA) and the Central Valley Flood Protection Board (CVFPB).		LU 2.2.3 Improving River Development and Access. The City shall require new development along the Sacramento and American Rivers to use the natural river environment as a key feature to guide the scale, design, and intensity of development, and to maximize visual and physical access to the rivers, <u>subject to the public safety requirements of the Local Maintaining Agencies (LMA) and the Central Valley Flood Protection District (CVFPB).</u> (RDR/MPSP)
5	9/23/2014	Edit	Paul Devereux, General Manager and District Engineer at RD1000	A5-2, Policy LU 2.3.2 Policy LU 2.3.2 for development adjacent to drainage canal open space please note pedestrian and multi-use trails are subject to the operations, maintenance and public safety needs of the LMA.	2-8	Recommend revising Policy LU 2.3.2 as follows: LU 2.3.2 Adjacent Development. The City shall require that development adjacent to parks and open spaces complements and benefits from this proximity by: <ul style="list-style-type: none"> • Preserving physical and visual access • Requiring development to front, rather than back, onto these areas • Using single-loaded streets along the edge to define and accommodate public access • Providing pedestrian and multi-use trails • Augmenting non-accessible habitat areas with adjoining functional parkland • Extending streets perpendicular to parks and open space and not closing off visual and/or physical access with development • <u>Addressing the operations, maintenance, and public safety needs of the Local Maintaining Agencies (LMA).</u> (RDR)
6	9/22/14	New	Henry L. "Hank" Lacayo, State President, Congress of California Seniors	O3-1, Goal Section LU 2.8 We encourage you to include policy direction that includes the changing age demographics of the city, including the Caring Neighborhoods program.	2-12	The goals and policies in Goal Section 2.8 address the fair and equitable treatment of all Sacramento residents, including seniors and the elderly. The City already implements a Caring Neighborhoods Program. A program addressing Caring Neighborhoods is not necessary.

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
						Recommend no change.
7	9/24/2014	Other	Cindy Messer, Deputy Executive Officer, Delta Stewardship Council	A7-2 Figure LU1 The Delta Reform Act establishes specific criteria and categories for excluding actions from the Council's regulatory authority. One of these exclusions is for actions within the secondary zone of the Delta that a metropolitan planning organization determines are consistent with its sustainable communities strategy (SCS). Such proposed actions are <i>not</i> "covered actions" regulated by the DSC (Water Code Section 85057.5{b)(4)). The Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) adopted by the Sacramento Area Council of Governments (SACOG) in 2012 contains a land use forecast that reflects the development activities described in the general plans and specific plans adopted by the local jurisdictions. Appendix E-3 of the MTP/SCS 2035, the Land Use Forecast Background Documentation, summarizes the planned development for each jurisdiction, including the City of Sacramento, which completed its last general plan update in 2009. SACOG notes that proposed changes to the 2030 General Plan are not expected to modify the existing General Plan Policy Area, significantly alter existing or create new land use designations, or result in the redesignation of any land within the General Plan Policy Area. Thus, the 2035 general plan update is likely to be consistent with SACOG's MTP/SCS. If SACOG determines that it is consistent, the general plan update would be exempt from the Council's covered action process.	2-17	The comment letter received from SACOG (see agency comment A13) states that since there are no changes to the land uses in the Draft 2035 General Plan Update, the General Plan would be exempt from the Council's covered action process. Based on this comment, it is expected that the General Plan would be exempt from SACOG's covered action process; however, the City will coordinate with the SACOG's to verify. Recommend no change.
8	9/25/2014	Mod	Katheryn J Tobias, MRP, JD, Chair, Capital City Preservation Trust	O7-1, Traditional Neighborhood Land Use Designation The 2035 General Plan Update calls for amending current restrictions on number of dwelling units per acre in the Central City. In the Central City, some parcels with a General Plan designation of Traditional Neighborhood Medium Density (TNMD) are also zoned R3A. The maximum density for TNMD is 21 dwelling units per acre (du/na), while the R3A zone allows up to	2-25	Properties perceived to have been subject to demolition by neglect were demolished over a 25 year period for a variety of reasons, not necessarily due to the lot's zoning allowing higher density development. City staff is concerned that limiting the density of parcels with listed historic properties could negatively impact new infill projects that can be developed compatibly with the listed historic resources in a sensitive manner.

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
				<p>36 du/na. The lower density in the existing General Plan was a compromise with preservation interests who feared the higher R3A zone density would foster demolition by neglect in historic districts and for landmark properties. City staff claim that this discrepancy between the General Plan TNMD density and the R3A zoning density creates problems and confusion for implementing development applications.</p>		<p>The current General Plan has allowed projects to exceed 36 dwelling units an acre in Traditional Neighborhood Medium Density areas. By eliminating the policy that allows a project's density to be part of the average density of the overall block, a project would not be permitted to exceed 36 dwelling units in the future without a general plan amendment or a density bonus.</p> <p>The City applies General Plan land use designations at the neighborhood level. The City's approach for the proposed 2035 General Plan (and the currently adopted 2030 General Plan) promotes higher density infill development within the Central City to encourage community vibrancy, connectivity, sustainability, and reduced vehicle miles traveled (VMT). Therefore, City staff recommends that the maximum density in the Traditional Neighborhood Medium Density land use designation be 36 dwelling units an acre.</p> <p>See also Final MEIR response to comment 07-1.</p> <p>To better address concerns to lessen the likelihood of demolition-by-neglect of listed historic properties, City staff recommends looking at other potentially-effective approaches. Staff recommends adding the following new implementation program to Table 4-3:</p> <p><u>Table 4-3: Program 14.</u> The City shall conduct a study to identify the feasibility of using programs such as Mills Act contracts, enhanced minimum maintenance standards, and other proactive measures to encourage maintenance and discourage demolition-by-neglect of listed historic properties. (PSR)</p> <ul style="list-style-type: none"> • <u>Implements Which Policy(ies): HCR 2.1.7</u> • <u>Responsible Department(s): Community Development Department</u>

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
						<ul style="list-style-type: none"> • <u>Supporting Department(s): Department of General Services</u> • <u>Timing: 2014-2019</u>
9	9/25/2014	Edit	Paul Philley, AICP, Associate Air Quality Planner/Analyst at Sacramento Metropolitan Air Quality Management District	<p>A10-2, Policy LU 4.2.1 Enhanced Walking and Biking specifies various treatments that the City will consider. Please evaluate additional walking and biking treatments and proffered in the Urban Street Design Guide issued by the National Association of City Transportation Officials.</p>	2-32	<p>The General Plan includes general examples and high level direction on the types of facilities it will use to encourage walking and biking. The City’s Pedestrian Master Plan and Bicycle Master Plan provide detailed direction for the types of facilities as well as the location for improvements.</p> <p>Recommend no change.</p>
10	9/24/14	Mod	Stephen Green, President, Save the American River Association	<p>O6-10, Policy LV 5.6.2, Policy ERC 2.2.6 Policy LV 5.6.2: Family Friendly Downtown. The City shall promote the CBD as a family friendly area by requiring development of a variety of housing types, day care and school facilities, family-oriented services, and PARKS, plazas, and OPEN SPACES that will safely and comfortably accommodate those who wish to raise a family. (Capitals added) Identify the Parks and Open Spaces the City intends to develop or use to accomplish this land use policy, now and in the future. Policy ERC 2.2.6: Urban Park Facilities improvements. In urban areas where land dedication is not reasonably feasible (e.g., the Central City) the City shall explore creative solutions to provide neighborhood park and recreation facilities (e.g., PROVISION OF COMMUNITY-SERVING RECREATIONAL FACILITIES IN REGIONAL PARKS) that reflect the unique character of the area. (Capitals added) (MPSP) By regional parks, does this Policy include non-city regional parks such as The American River Parkway? If so, the Draft MEIR did not study the potentially significant impacts from increased uses by current and future Central City residents, workforce and visitors on the American River Parkway, in particular those areas of the Parkway within the Central City Policy Area.</p>	2-46	<p>To the extent details are available, park developments under the proposed 2035 General Plan are identified in “Land Use and Urban Form Diagram.” All of the land in the City designated Parks and Recreation and Open Space is identified.</p> <p>The policy does not consider the parkway. The City cannot use parks located outside of its jurisdiction to meet its park standards. Nonetheless, it is recognized that increase population growth anticipated under the proposed 2035 General Plan would increase utilization of the American River Parkway as a regional recreational amenity.</p> <p>Recommend no change.</p>
11	9/24/14	Other	Stephen Green,	O6-9, Policy LU 5.6.2	2-46	The policy does not consider the parkway. The City

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
			President, Save the American River Association	Furthermore, based on the above statement in the Draft MEIR, will the City be relying on the American River Parkway, a non-city regional park, to achieve the parks and open space requirements of Policy LU 5.6.2, below?		cannot require the County to develop parks or open space development within the American River Parkway. This policy is concerned only with facilities within the City's jurisdiction. See also Final MEIR master response 4.1.1. Recommend no change.
12	9/15/2014	Edit	Angela Verbaere, Assistant Chief, Asset Management Branch/Real Estate Services Division, DGS	A3-1, Goal Section 5.6 and the Central City Community Plan Area The Capitol Area Plan designates land uses on state-owned land in the Capitol Area and we recommend it be identified accordingly within this section of the document.	2-52 3-23	The City does not regulate land use on State-owned property. To the extent that development occurs on State-owned land, it will be subject to the Capitol Area Plan. Recommend no change.
13	9/25/2014	Mod	Dan Gonzales, Chairman, Sacramento County Recreation and Parks Commission	A11-1, Policy LU 9.1.6 The 2035 General Plan and MEIR should be consistent with the 2008 American River Parkway Plan.	2-66	The General Plan acknowledges the American River Parkway Plan in Policy LU 9.1.6 and offers the City's support to County efforts to manage the Parkway in Policy ERC 2.4.2. The American River Parkway is regulated and managed by Sacramento County. The City does not regulate land use within the Parkway. Recommend no change.
14	9/24/14	Edit	Stephen Green, President, Save the American River Association	O6-1, Policy LU 9.1.6 American River Parkway Plan: The policy mischaracterized the American River Parkway Plan. It is not a "state approved land use and policy document." The American River Parkway Plan is submitted to the state legislature for adoption through the Urban American River Parkways Preservation Act (Public Resources Code 5840, et al) and as such is state law.	2-66	Recommend revising Policy LU 9.1.6 as follows: LU 9.1.6 American River Parkway Plan. The City recognizes the American River Parkway Plan as an important state approved State land use and policy document <u>prepared through the Urban American River Parkways Preservation Act (Public Resources Code 5840, et al).</u> (RDR/MPSP)
15	10/6/2014	Edit	Don Lockhart, Sac LAFCo	A14-2, Policy LU 10.1.2 Comprehensive Planning for Special Study Areas. It may be helpful to note that pre-zoning of the affected territory will also have to occur.	2-68	Recommend revising Policy LU 10.1.2 as follows: LU 10.1.2 Comprehensive Planning for Special Study Areas. The City shall require that Special Study Areas be planned comprehensively prior to annexation and development, and subject to the following processes: <ul style="list-style-type: none"> Amendment of the General Plan, including

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
						<p>completion of a new Community Plan chapter where applicable.</p> <ul style="list-style-type: none"> Approval of a Sphere of Influence amendment by the LAFCo prior to annexation request where applicable. (Sacramento LAFCo local policies discourage concurrent Sphere of Influence Amendment and Annexation). Completion and adoption of Master Plans, Specific Plans, <u>pre-zoning</u>, and Development Agreements, as appropriate, in order to establish the timing, phasing, costs, and responsible parties associated with development in the area to be annexed. (MPSP/RDR)
16	12/19/2014		Jamie Cutlip, SMUD	Table 4-3: Program 9. SMUD offers a new construction energy efficiency program, Savings by Design, which can provide both financial and design assistance with architectural, mechanical, and electrical modifications of historical buildings. We advise directing applicants or owners of historic or potential-eligible properties to utilize SMUD's Savings by Design program for new construction design assistance.	2-82	<p>Comment noted. City staff will coordinate with SMUD in implementing Program 9 to ensure applicants are award of SMUD's full range of programs.</p> <p>Recommend no change.</p>
17	10/6/2014	Edit	Don Lockhart, Sac LAFCo	A14-4, Table 4-2 Program 16 The City shall develop and adopt a comprehensive annexation plan (MPSP). It may be of benefit to include a statement that there are no identified disadvantaged unincorporated communities (DUCs) (per SB 244) that would be adversely affected in the implementation of the proposed comprehensive annexation plan.	2-74	<p>The City has not conducted a study to determine whether any DUCs would be adversely affected in the implementation of the annexation plan. As part of the preparation of any future annexation plan, the City will evaluate whether there could be any potential impacts on DUCs in an affected area.</p> <p>Recommend no change.</p>
18	9/25/2014	New	Katheryn J Tobias, MRP, JD, Chair, Capital City Preservation Trust	O7-2, Policy HCR 2.1.4, 2.1.7, 2.1.7, HCR 2.1.8 The problem of demolition by neglect has not gone away. The Hart-Amoruso House at 22 nd and H streets is a prime example. The City proposes no compensating fixes to address this problem while giving developers the higher density that they want. Minimum maintenance requirements in the City Code are not sufficiently	2-77	See response to Comment O7-1.

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
				enforceable to prevent property owners from letting their historic properties rot away. We need a solution, such as removing the R3A zone designation on landmark-identified properties and contributory properties to historic districts. Leave the General Plan density requirement for TNMD at 21 units per acre for these properties.		
19	9/24/2014	New	Eric Fredericks, Chief, Office of Transportation Planning - South.	<p>A6-2, Mobility Element GPU traffic impacts can be reduced and/or mitigated by projects such as the Interstate 5 (1-5) High Occupancy Vehicle (HOV) Land Project, I-5/I-80 Connector Project and State Route 99 Ramp Metering projects. The above SHS improvements could benefit from fair-share contributions from new developments in the City. The City could also develop robust transit or parking reduction mitigation strategies to reduce impacts on the SHS to a less than significant level.</p>	2-91	<p>Comment requests that the City impose a development fee for SHS improvements and transit or parking mitigation strategies to reduce impacts on SHS. The General Plan includes the following policies indicating that the City will continue to support regional freeway network improvements through SACOG regional planning efforts and coordination with adjacent jurisdictions:</p> <p>M 1.3.7: Regional Transportation Planning. The City shall continue to actively participate in Sacramento Area Council of Government’s (SACOG’s) regional transportation planning efforts to coordinate priorities with neighboring jurisdictions and continue to work with all local transit providers and the California Department of Transportation (Caltrans) on transportation planning, operations, and funding.</p> <p>Policy M 1.5.7: Freeway Improvement Coordination. The City shall work with Caltrans and adjacent jurisdictions to identify funding for improvements that address cumulative effects of planned development on the freeway system.</p> <p>Additionally, Policy M 9.1.5 directions the City to consider fair-share payments as one option for needed transportation infrastructure improvements:</p> <p>Policy M 9.1.5: Fair Share for Transportation Infrastructure Improvements. The City shall require all new development to dedicate right-of-way,</p>

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
						<p>construct facilities, or pay its fair share for needed transportation infrastructure improvements that support all travel modes, including pedestrian, bicycle, and transit facilities, roadway improvements, and transportation demand management (TDM) programs and services.</p> <p>The decision to require a fee payment will be made when individual projects are reviewed. General Plan Program 17 and Program 18 will govern potential future metrics and fee program implementation.</p> <p>See also Final MEIR response to comment A6-2.</p> <p>Recommend no change.</p>
20	9/24/2014	New	Eric Fredericks, Chief, Office of Transportation Planning - South.	<p>A6-5, Mobility Element Caltrans would like to work with the City of Sacramento to develop safety thresholds that can be used as a tool in determining a proposed project's potential for creating unsafe conditions for pedestrians, bicyclists, and motorists as a result of developmental impacts.</p>	2-91	<p>The City looks forward to maintaining a close relationship with Caltrans and exploring together the implications of evolving guidelines. The City would appreciate the opportunity to collaborate on the development of modified and/or new guidelines as part of Program 2 in the General Plan Update Mobility Element:</p> <p>Table 4-6: Program 2. The City shall update its Traffic Impact Analysis and mitigation guidelines to recognize contemporary methodologies for CEQA compliance and to reflect goals and policies of the General Plan. Mitigation recommendations should recognize the General Plan priorities for pedestrian, bicycle, and transit improvements before recommending improvements for increasing vehicular capacity. (RDR)</p> <ul style="list-style-type: none"> • Implements Which Policy(ies): M 1.2.2 • Responsible Department(s): Public Works Department • Supporting Department(s): N/A • Timing: 2014-2019 <p>Recommend no change.</p>

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
21	9/24/2014	Mod	Karen Jacques, Central City Activist, Founder: Midtown Neighborhood Association	<p>I40-2, Mobility Element</p> <p>There should be adequate mitigations LOS F and those mitigations should result in the creation of “complete streets” e.g. streets that are walkable and bikeable as well as drivable. This means providing continuous bike lanes, not lanes that die and disappear from one block to the next. It also means canopy trees along the parkway strips to provide comfort for bikers and walkers during the hot summer months, to clean the dirty air that is the result of vehicles idling in backed-up traffic, and to muffle the sound of that traffic. It also means addressing the safety (and lack thereof) of pedestrian crossings. Currently some of the lights along business and mixed-use corridors in Central City (and probably along such corridors in other parts of the City) are timed in such a way that they do not provide adequate time for pedestrians to cross unless they are running. Another area of danger for pedestrians is drivers turning from a one way street onto another one way street. Drivers tend to go around corners very fast without considering that pedestrians might be crossing. Bulb outs would help reduce around the corner speeds and provide some protection to pedestrians. The 2035 update needs to spell out how these and other mitigations will be accomplished.</p>	2-91	<p>The proposed 2035 General Plan Mobility Element includes several policies and programs that address the types of “complete streets” improvements and facilities noted in the comment. Recommend no change.</p> <p>Also see Final MEIR master response 4.1.2 concerning neighborhood traffic issues.</p> <p>Recommend no change.</p>
22	9/25/2014	Mod	Michael Saeltzer, East Sacramento resident since 1998	<p>I48-5 and I48-7, Policy M 1.2.2</p> <p>Would it make more sense for this update to anticipate that change and try to incorporate VMT as a better way to measure traffic impacts to both road users and property owners? If someone lives mid-block on a residential street with controlled intersections on both ends, that person’s awareness of the environmental impact of new traffic is better represented by the number of VMT in front of their house than they would be by the LOS at distance stop signs or traffic lights. I urge a more holistic approach to the environmental impacts of increased traffic due to additional development. This approach should not only measure impacts to roadway users but should also acknowledge burdens placed upon</p>	2-92	<p>“Updating Transportation Impact Analysis in the CEQA Guidelines” (SB 743) is currently in the draft form. The use of VMT is proposed with these guidelines.</p> <p>The General Plan Update Mobility Element includes Program 18 that addresses changes to CEQA guidelines, if the use of VMT, or any other measures is approved in the near future :</p> <p>Table 4-6: Program 18 . Based on the California Environmental Quality Act (CEQA) guidelines amendments adopted for the implementation of SB 743 (Steinberg, 2013) or other future state legislation,</p>

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
				the people who reside on those roadways.		<p>the City shall consider the applicability of using transportation performance metrics and thresholds for measuring transportation system impacts provided in the approved guidelines amendments, as well as for making General Plan consistency determinations and developing transportation financing programs. Based on this consideration, the City shall review, and update if needed, the General Plan LOS standards and policies and the Traffic Impact Analysis and Mitigation Guidelines to be consistent with the approved CEQA Guidelines amendments. (RDR/MPSP/PSR/FB)</p> <ul style="list-style-type: none"> • Implements Which Policy(ies): M 4.2.2 • Responsible Department(s): Public Works Department • Supporting Department(s): Community Development Department <p>Recommend no change.</p>

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
23	9/24/2014	Mod	Martin Palomar	<p>I42-1, Policy M 1.2.2 Eliminating the flexibility for residential streets, such as H Street, to be at LOS A-E D and, instead, designating those streets at LOS F seems to conflict with the above goal (Mobility Goal 4.3) and policy (Policy M 4.3.1) to enhance the quality of life within existing neighborhoods and to reduce traffic and parking problems in residential neighborhoods. We ask that the City not designate H Street, and other similar residential streets, at LOS F to allow the City to continue to work with the residents to find solutions to alleviate residential street traffic.</p>	2-92	<p>As documented in the Background Report (Appendix C of the Draft MEIR) and Appendix D of the Draft MEIR, the segment of H Street that is listed in Policy M1.2.2 currently operates at LOS F. The City recognizes that the appropriate level of traffic on a given roadway varies depending upon its role in the transportation system. The roadways listed by the commenter are designated as arterials, and are therefore designed to handle higher levels of traffic. H Street has been designated to have LOS F because the anticipated growth in the City between now and 2035 would create LOS F conditions on H Street. Despite the LOS F designation new projects would be evaluated for traffic impacts per the following policy:</p> <p>M1.2.3 Transportation Evaluation. The City shall evaluate discretionary projects for potential impacts to traffic operations, traffic safety, transit service, bicycle facilities, and pedestrian facilities, consistent with the City's Traffic Study Guidelines.</p> <p>Also see Final MEIR master response 4.1.2 concerning neighborhood traffic issues.</p> <p>Recommend no change.</p>
24	9/24/2014	Other	Judy Mc	<p>I41-4, Policy M 1.2.2 The plan does nothing to make neighborhoods more livable, like decreasing traffic/trucks through neighborhoods and keeping them livable and not making them thoroughfares. Lowering the LOS on streets actually makes traffic flow worse impacting neighborhood livability with frustrated drivers, increase vehicle traffic and lower safety for residents/children.</p>	2-92	<p>The City recognizes that the appropriate level of traffic on a given roadway varies depending upon its role in the transportation system. The roadways listed by the commenter are designated as arterials, and are therefore designed to handle higher levels of traffic. In regard to truck traffic, the Mobility Element includes the following policy:</p> <p>M 7.1.5 Truck Traffic Route Designation. Consistent with the Roadway Network and Street Typologies in this General Plan Element, the City shall designate official truck routes, where goods movement and loading/unloading are priority functions of the street/roadway to minimize the</p>

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
						<p>impacts of truck traffic on residential neighborhoods and other sensitive land uses. (MPSP)</p> <p>Also see Final MEIR master response 4.1.2 concerning neighborhood traffic issues.</p> <p>Recommend no change.</p>
25	09/25/14	Mod	Luree Stetson, Upper Land Park Neighbors	<p>O10-1, Figure LP-1 and Policy M 1.2.2 Upper Land Park Neighbors requests that the City retain X street as the southern boundary for the Core Area and allowing LOS F. Do not expand south to Broadway.</p>	2-92, 3-112	<p>Policy M 1.2.2 of the 2035 General plan has been revised to define the core area of the City to include the Central City Community Plan Area. The Central City Community Plan Area, which includes Broadway is anticipated to have a high density, intensity and mix of uses. Complete Street policies in the General Plan do not support increased roadway capacity through road widening and additional interchanges in existing neighborhoods, but instead support increased access to transit and quality pedestrian and bicycle infrastructure.</p> <p>Also see Final MEIR master response 4.1.2 concerning neighborhood traffic issues.</p> <p>Recommend no change.</p>
26	09/25/14	Mod	Luree Stetson, Upper Land Park Neighbors	<p>O10-2, Policy M 1.2.2 Upper Land Park Neighbors requests that the City not allow a LOS F threshold for Freeport Blvd or a LOS E for Sutterville Road. Retain LOS D for these roadways. While we agree widening of these roads is not desirable, traffic impacts on residential streets must be studied and addressed if LOS drops below D.</p>	2-92	<p>Freeport Boulevard and Sutterville Road are roads that predicted to be at level of service F and E by 2035. Complete Street policies in the General Plan do not support increased roadway capacity through road widening and additional interchanges in existing neighborhoods, but instead support increased access to transit and quality pedestrian and bicycle infrastructure.</p> <p>The City recognizes that the appropriate level of traffic on a given roadway varies depending upon its role in the transportation system. The roadways listed by the commenter are designated as arterials, and are therefore designed to handle higher levels of traffic. Recommend no change.</p>

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
						Also see Final MEIR master response 4.1.2 concerning neighborhood traffic issues. Recommend no change.
27	09/25/14	Mod	Luree Stetson, Upper Land Park Neighbors	O10-3, M 1.2.2 Also, roadways which are allowed a LOS E and F threshold would not be required by CEQA to mitigate for the additional traffic from cut-through traffic or other impacts, e.g. public safety, that will certainly occur within Upper land Park and land Park. Staff indicates they would study roadway operations and safety of any development proposal to determine if a focused traffic study should be done. If Staff determines that there are issues that should be studied, a traffic study would be conducted and "conditions of approval" could be applied to take care of any impacts. However, there is no certainty that a traffic study would be required by staff. The burden would fall on residents, not the developer, to prove that a study should be conducted and conditions should applied.	2-92	City staff does not arbitrarily select which projects undergo traffic studies. They follow City guidelines to determine whether a project is likely to alter traffic operations such that adjustment is required. It is important to note that a project may be exempt from traffic evaluation under CEQA, but may still be required to undergo a traffic study. To emphasize this current process, the following policy has been added: M1.2.3 Transportation Evaluation. The City shall evaluate discretionary projects for potential impacts to traffic operations, traffic safety, transit service, bicycle facilities, and pedestrian facilities, consistent with the City's Traffic Study Guidelines. It is also important to note that traffic-related conditions of approval are often applied to projects outside of the CEQA process. Recommend no change.
28	09/25/14	Mod	Luree Stetson, Upper Land Park Neighbors	O10-4, Policy M 1.2.2 The General Plan Update also proposes to expand LOS F to existing Priority Investment Areas. ULPN's would like to ensure that the Upper Land Park Priority Investment Area, located south of Broadway and west of Riverside to 1-5, is not included in this expansion. This area is currently being studied as part of a U.S. Housing and Urban Development (HUD) Choice Neighborhood Initiative (CNI) grant awarded to the Sacramento Housing Authority. The CNI grant has established a task force comprised of City Planning and Sacramento Housing and Redevelopment Agency staff, Upper land Park Neighbors and other neighborhood associations, SHRA residents, and the Broadway business association. The CNI Task Force is currently looking at appropriate	2-92	The planned redevelopment of the Alder Grove and Marina Vista developments is not included within the boundaries of any of the three Priority Investment Areas evaluated as part of the General Plan Update Those areas will continue to be at LOS D. Recommend no change.

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
				density levels and new in the street connections for this area in order to determine if the two SHRA developments at Alder Grove and Marina Vista (68 total acres) should be redeveloped. It would be premature to allow Upper land Park Priority Investment Area to have a LOS F.		
29	09/24/14	Mod	Numerous Commentors ³	<p>O5-1, Policy M 1.2.2 The General Plan proposed to change the acceptable LOS on Carlson Drive, Elvas Avenue, and H Street to LOS F, when we believe that the 2009 General Plan allowed the LOS on those streets to be, at times, A-E. Eliminating the flexibility for certain residential streets to be at LOS A-E and, instead, designating those streets at LOS F seems to conflict with certain General Plan goals and policies to enhance the quality of life within existing neighborhoods and to reduce traffic and parking problems in residential neighborhoods. We ask that the City not designate the above noted residential streets at LOS F to allow the City to continue to work with the residents to find solutions to alleviate residential street traffic.</p>	2-92	<p>As documented in the Background Report (Appendix C of the Draft MEIR) and Appendix D of the Draft MEIR, the segments of Carlson Drive and H Street that are listed in Policy M1.2.2 currently operate at LOS F. The modification of this policy to allow LOS F on these roadways to achieve improved levels of service is not planned and may not be desirable as it could conflict with other City goals contained in the General Plan. Implementation of the 2035 General Plan would result in LOS F conditions under cumulative year (2035) conditions on portions of Elvas Avenue; similarly Elvas Avenue is not planned to be widened, and doing so may not be desirable as it could conflict with other goals contained in the General Plan.</p> <p>The LOS policy in the current General Plan includes a “Core Area” LOS exemption that results in a LOS F standard for the most urbanized areas of the City. This policy recognizes that roadway widening in this area to achieve improved levels of service would detract from other City goals, including providing an environment that is attractive and safe for pedestrians, bicyclists, and transit riders. The proposed changes to Policy M1.2.2 contained in the General Plan Update would result in a slight modification on the Core Area exemptions in addition to allowing LOS in Priority Investment Areas and on select roadway segments.</p> <p>Despite the LOS F designation for these streets new projects would be evaluated for traffic impacts per the following policy:</p>

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
						<p>M1.2.3 Transportation Evaluation. The City shall evaluate discretionary projects for potential impacts to traffic operations, traffic safety, transit service, bicycle facilities, and pedestrian facilities, consistent with the City's Traffic Study Guidelines.</p> <p>Also see Final MEIR master response 4.1.2 concerning neighborhood traffic issues.</p> <p>Recommend no change.</p>
30	9/24/2014	Other	Eric Fredericks, Chief, Office of Transportation Planning - South.	<p>A6-1, Goal Section M-1.2 Caltrans commends the City of Sacramento on its policies related to improving multimodal transportation, establishing grid networks, removing accessibility barriers, creating walkable neighborhoods, and commitment to Transportation Demand Management Strategies. These policies will help reduce reliance on automobile travel and help negate effects of urban sprawl on the transportation network. Caltrans also appreciates the commitment to freeway improvements when impacts to the freeway system are not able to be mitigated by other means.</p>	2-92	<p>The comment commends the City for several transportation related policies.</p> <p>Recommend no change.</p>
31	09/24/14	Mod	Numerous Commentors ³	<p>O5-2, Policy M 1.2.2 The General Plan proposes to change the acceptable LOS on Carlson Drive, Elvas Avenue, and H Street to LOS F, when we believe that the 2009 General Plan allowed the LOS on those streets to be, at times, A-E. Eliminating the flexibility for certain residential streets to be at LOS A-E and, instead, designating those streets at LOS F seems to conflict with certain General Plan goals and policies to enhance the quality of life within existing neighborhoods and to reduce traffic and parking problems in residential neighborhoods. Not only will a higher level of traffic be permanently permitted for the above residential streets, but also the increase in traffic could cause vehicles to cut through other neighboring residential streets to bypass congestion, which in turn would increase traffic to those streets. For example, the General Plan Mobility Goal 4.3 states: "Neighborhood Traffic. Enhance the quality of</p>	2-93	<p>As documented in the Background Report (Appendix C of the Draft MEIR) and Appendix D of the Draft MEIR, the segments of Carlson Drive and H Street that are listed in Policy M1.2.2 currently operate at LOS F. The modification of this policy to allow LOS F on these roadways to achieve improved levels of service is not planned and may not be desirable as it could conflict with other City goals contained in the General Plan. Implementation of the 2035 General Plan would result in LOS F conditions under cumulative year (2035) conditions on portions of Elvas Avenue; similarly Elvas Avenue is not planned to be widened, and doing so may not be desirable as it could conflict with other goals contained in the General Plan.</p> <p>Despite the LOS F designation for these streets new</p>

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
				life within existing neighborhoods through the use of neighborhood traffic management and traffic calming techniques, while recognizing the City's desire to provide a grid system that creates a high level of connectivity." In addition, General Plan Policy M 4.3.1 Neighborhood Traffic Management states: "The City shall continue <i>wherever possible</i> to design streets and approve development applications in a manner as to reduce high traffic flows and parking problems within residential neighborhoods." (Emph. added.) We believe these General Plan provisions do not support designating the above residential streets at LOS F.		<p>projects would be evaluated for traffic impacts per the following policy:</p> <p>M1.2.3 Transportation Evaluation. The City shall evaluate discretionary projects for potential impacts to traffic operations, traffic safety, transit service, bicycle facilities, and pedestrian facilities, consistent with the City's Traffic Study Guidelines.</p> <p>Also see Final MEIR master response 4.1.2 concerning neighborhood traffic issues.</p> <p>Recommend no change.</p>
32	09/25/14	Mod	Numerous Commentors ³	<p>O5a-1, The City of Sacramento ("City") is currently in the process of updating its General Plan ("General Plan"). We, the undersigned, are concerned about the proposal in the General Plan to change the designated level of service ("LOS") on various City streets to LOS F. It is our understanding that LOS is used to measure performance levels at street intersections and on roadways, with LOS A being considered the best conditions and LOS F being the worst. Designating residential streets at LOS F means the City expects that the residents will have to endure ever increasing traffic volumes without consideration for methods to reduce or reroute traffic. Also, we believe that the overall LOS standard does not measure impacts to residents as it relates to neighborhood livability (e.g., how a resident experiences the impact of street traffic on safety, air quality, noise, congestion, walkability, bicycle safety, etc.). The General Plan proposes to change the acceptable LOS on Carlson Drive, Elvas Avenue, and H Street to LOS F, when we believe that the 2009 General Plan allowed the LOS on those streets to be, at times, A-E. Eliminating the flexibility for certain residential streets to be at LOS A-E and, instead, designating those streets at LOS F seems to conflict with certain General Plan goals and policies to enhance the quality of life</p>	2-93, 2-94	<p>This letter is nearly identical to Individual Comment Letter O5. Please refer to the responses to comment O5-1 through O5-3.</p>

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
				<p>within existing neighborhoods and to reduce traffic and parking problems in residential neighborhoods. Not only will a higher level of traffic be permanently permitted for the above residential streets, but also the increase in traffic could cause vehicles to cut through other neighboring residential streets to bypass congestion, which in turn would increase traffic to those streets. For example, the General Plan Mobility Goal 4.3 states: "Neighborhood Traffic. Enhance the quality of life within existing neighborhoods through the use of neighborhood traffic management and traffic calming techniques, while recognizing the City's desire to provide a grid system that creates a high level of connectivity." In addition, General Plan Policy M 4.3.1 Neighborhood Traffic Management states: "The City shall continue <i>wherever possible</i> to design streets and approve development applications in a manner as to reduce high traffic flows and parking problems within residential neighborhoods." (Emph. added.) We believe these General Plan provisions do not support designating the above residential streets at LOS F. In addition, certain areas within the City have previously and still are designated at LOS F (e.g., the Core Area). The City has stated in its General Plan that it may require certain measures and improvements that would help alleviate traffic congestion such as bicycle or transit improvements (see M. 1.2.5). We ask that there be a more robust discussion with City residents to better understand the ideas and the funding sources the City would use to implement improvements and/or mitigation measures. These discussions may include identifying implementation programs in addition to and with greater specificity than those currently proposed in the City's General Plan Update. We ask that the City not designate the above noted residential streets at LOS F to allow the City to continue to work with the residents to find solutions to alleviate residential street traffic. We also ask that the City continue to work with residents to develop mitigation measures and other improvements for</p>		

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
				areas in the City where the streets are and previously were at LOS F.		
33	9/24/2014	Other	Eric Fredericks, Chief, Office of Transportation Planning - South.	A6-4, Policy M 1.2.3 and M 1.2.5 Traffic related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process.	2-94	This is an advisory comment. Comment acknowledged.
34	09/24/14	Mod	Numerous Commentors ³	O5-3, M 1.2.5 In addition, certain areas within the City have previously and still are designated at LOS F (e.g., the Core Area). The City has stated in its General Plan that it may require certain measures and improvements that would help alleviate traffic congestion such as bicycle or transit improvements (see M. 1.2.5). We ask that there be a more robust discussion with City residents to better understand the ideas and the funding sources the City would use to implement improvements and/or mitigation measures. These discussions may include identifying implementation programs in addition to and with greater specificity than those currently proposed in the City's General Plan Update. We ask that the City not designate the above noted residential streets at LOS F to allow the City to continue to work with the residents to find solutions to alleviate residential street traffic. We also ask that the City continue to work with residents to develop mitigation measures and other improvements for areas in the City where the streets are and previously were at LOS F.	2-94	The City recognizes that the appropriate level of traffic on a given roadway varies depending upon its role in the transportation system. The roadways listed by the commenter are designated as arterials, and are therefore designed to handle higher levels of traffic. Despite the LOS F designation for these streets new projects would be evaluated for traffic impacts per the following policy: M1.2.3 Transportation Evaluation. The City shall evaluate discretionary projects for potential impacts to traffic operations, traffic safety, transit service, bicycle facilities, and pedestrian facilities, consistent with the City's Traffic Study Guidelines. Additionally, the Bikeway Master Plan, which identifies specific bicycle infrastructure improvement, is currently being updated and the City welcomes public input. Plans for new transit infrastructure are under the jurisdiction of Regional Transit. However, the City and the public are available to provide input. Also see Final MEIR master response 4.1.2 concerning neighborhood traffic issues. Recommend no change.
35	No date	Mod	Chris Brown, resident	I3-2, Goal Section M 1.5 The Plan and MEIR should call out and evaluate the use of neighborhood scale collector streets also sometimes known as green streets which can harvest rainwater in large subsurface cisterns to be used for summer water	2-99	Innovative approaches such as the one indicated by the commenter would fall under the following policy in the Utilities Element. U 4.1.5 Green Stormwater Infrastructure . The City

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
				needs.		shall encourage “green infrastructure” design and Low Impact Development (LID) techniques for stormwater facilities (i.e., using vegetation and soil to manage stormwater) to achieve multiple benefits (e.g., preserving and creating open space, improving runoff water quality). (RDR) Recommend no change.
36	9/15/2014	Mod	Caryne and Don Anglin	I13-2, Policy M 8.1.2 and Figure M2 LRT Facilities We do not want a light rail on Truxel Road. We support the original plan of a park and ride at I-5.	2-103, 2-127	The current General Plan indicates light rail on Truxel Road consistent with Regional Transit’s adopted plan for the Downtown Natomas Airport (DNA) line. The light rail option utilizing Truxel Road as the Locally Preferred Alternative was adopted by the Regional Transit District (RT) Board of Directors on December 15, 2003. Recommend no change.
37	09/10/14	Edit	Jordan Lang, Project Analyst, Sacramento Area Bicycle Advocates	O2-4, Policy M 4.4.1 and Figure M4 and Figure M4A Mobility Policy M 4.4.1 "Roadway Network Development" states that the City shall develop a roadway network that is classified by street function and by type of street context and travel-mode priority. "Major arterials" are described as four- to six-lane streets for long distance trips and mobility of people and goods, whereas "minor arterials" are described as two-lane streets; neither description encompasses the several 3-lane, one-way streets that cross downtown and midtown. The text descriptions for the functional classes should fully describe and encompass the actual street conditions of the City, especially in light of the City's currently underway Downtown Transportation Study (DTS). The DTS work program states that the DTS will rely on the 2035 GPU's expanded street typology to help establish modal priorities for downtown and midtown streets.	2-111	The level of detail requested in this comment is too specific and not appropriate for a general plan. In addition, the existing 2030 and proposed 2035 General Plan Policy Document does not describe existing conditions. Existing conditions information is summarized in the Background Report. The DTS will be summarized in the Background Report during the next 5-year General Plan review and update.
38	09/10/14	Mod	Jordan Lang, Project Analyst, Sacramento Area Bicycle Advocates	O2-5, Policy M4.4.1 The text discussion of street functional classes in Policy M4.4.1 “Roadway Network Development” should make clear that the number of lanes shown in Figures M4 and M4A may be reduced from those shown so as to be	2-111	Figures M4 and M4A have a note that will be revised to read as follows: “The number of lanes shown represents the ultimate size of the roadway, however the City may provide

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
				consistent with Goal M4.2 “Complete Streets” (Especially Policies M4.2.2 “Pedestrian and Bicycle-Friendly Streets” and M4.2.6 “Identify and Fill Gaps in Complete Streets”).		fewer lanes than indicated so long as the width of the right-of-way is maintained.”
39	09/10/14	New	Jordan Lang, Project Analyst, Sacramento Area Bicycle Advocates	<p>O2-6, Policy M4.4.1 The Street Typology described in Policy M 4.4.1 states that "residential streets" are to emphasize "walking, bicycling, and property access" (with the exception of residential minor arterials) and that all "mixed use streets" are to promote walking, bicycling, and transit. Most of the streets in the Central City Inset (Figure M4a) are designated as "mixed use streets." This policy statement highlights the importance of the City adopting definitions of bicycle-friendly bikeways for all functional classes and types of streets as requested in our comments above. In fact, Policy M 4.2.2 states that "the City shall ensure that all street projects shall support pedestrian and bicycle travel" in areas with high pedestrian activity which certainly characterizes the downtown/midtown area that is the subject of the DTS.</p>	2-111	<p>Regardless of functional classification and street typology, each street is different and must be treated on a case-by-case basis regarding bicycle facilities. The City cannot impose a general requirement for bike-friendly facilities for each class and type of street. However, the City is supportive of a new implementation program that incorporates preferences for bicycle facilities for street classes and types.</p> <p>Recommend adding the following new program to Table 4-6:</p> <p><u>Table 4-6: Program 19. The City shall develop and adopt bike facility preferences for appropriate street functional classifications and typologies as part of the next update to the Bicycle Master Plan. (MPSP)</u></p> <ul style="list-style-type: none"> • <u>Implements Which Policy(ies): M 5.1.1</u> • <u>Responsible Department(s): Public Works Department</u> • <u>Supporting Department(s): Community Development Department</u> • <u>Timing: 2014-2019</u>
40	09/10/14	New	Jordan Lang, Project Analyst, Sacramento Area Bicycle Advocates	<p>O2-4 cont. Figure M4 and Figure M4A The maps of street classes shown in Figures M4 and M4A distinguish between major and minor collectors but do not distinguish between major and minor arterials. We request that these 2 types of arterials be depicted separately, especially on Figure M4A, the Central City Inset, because of the functional distinctions between the two classes and their high importance for all modes of travel in the downtown and midtown areas.</p>	2-113	<p>Policy M 4.4.1 differentiates major and minor arterials. Unlike major and minor collectors, the City does not distinguish between major and minor arterials in its traffic studies. Mapping major and minor arterials is a finer point of analysis that will be made on a case-by-case basis.</p> <p>Recommend no change.</p>
41	09/25/14		Luree Stetson, Upper Land	<p>O10-5, Figure M4 Upper Land Park Neighbors requests that the City</p>	2-113	The City considers this segment of Vallejo Way to be a minor collector as it is the only east-west

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
			Park Neighbors	reclassify Vallejo Way from a minor collector to a residential street.		roadway located south of Broadway that provides a direct connection between the public segment of 5th Street (5th Street is closed to through traffic south of Vallejo Way) and Riverside Boulevard (which is a major collector), and, therefore, serves a critical role in providing access and mobility in the northwestern portion of the Land Park neighborhood. Vallejo Way is correctly classified as a minor collector in the Draft MEIR Circulation Diagram (Exhibit 4.12-1) Recommend no change.
42	09/10/14	Mod	Jordan Lang, Project Analyst, Sacramento Area Bicycle Advocates	O2-1, Policy M 5.1.3 Comments on Mobility Section M5 Bikeways. We greatly appreciate that some of the policies in this section have been substantially improved (e.g. Policy M 5.1.3 "Continuous Bikeway Network" and M5.1.4 "Conformance to Applicable Standards"). We request that some of the other Bikeway policies also be improved. Under Policy M 5.1.3, the City shall provide a "continuous bikeway network of bike-friendly facilities." Street characteristics such as number of traffic lanes, traffic speeds and volumes, presence of on-street parking, presence of striped centerlines, and bike-lane width all influence bicyclists' perceptions of street friendliness for bike riding. Stress caused by high speed and high volume vehicle traffic is the largest impediment to large number of people being willing to use bicycling for everyday transportation (Mekuria et al. 2012). Establishing a network of bike-friendly facilities will require identifying how to reduce stressful bicycling conditions on many of Sacramento's streets.	2-123	The General Plan includes general examples and high level direction on the types of facilities it will use to encourage biking. The City's Bicycle Master Plan provides detailed direction for the types of facilities as well as the location for improvements. Recommend no change.
43	09/10/14	Mod	Jordan Lang, Project Analyst, Sacramento Area Bicycle Advocates	O2-2 cont., Goal Section M 5.1 Recommends adding a new policy M 5.1.x "Definitions of Bicycle friendly Facilities" The City shall adopt definitions of bike-friendly facilities for each class and type of street as part of its next update of the Bicycle Master Plan. For example, establishing bike-friendly conditions on a major arterial will require different bike facilities than on a minor collector because of	2-123	The General Plan includes general examples and high level direction on the types of facilities it will use to encourage biking. The City's Bicycle Master Plan provides detailed direction for the types of facilities as well as the location for improvements. City staff recommends adding a program to develop and adopt bike facility preferences (see response to comment O2-2).

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
				substantially different traffic speeds and volumes. Bike lanes will present high stress for bicyclists on streets with multiple lanes in the same direction and with turbulent, high speed traffic; in such conditions, only separation of bike lanes from traffic can be considered bike friendly and suitable for all ages and abilities of bicyclists. In contrast, bike lanes can provide low-stress conditions where streets have only single traffic lanes in each direction, where vehicle speeds are slow and volumes are low, and where the bike lanes are adequately clear of parked-car doors.		
44	09/10/14	New	Jordan Lang, Project Analyst, Sacramento Area Bicycle Advocates	O2-3, Goal Section M 5.1 Bicycle Access to Transit Facilities. The M5 Bikeways section does not currently address access to transit facilities from surrounding neighborhoods, business districts, and employment centers. As has been well documented, ensuring excellent bicycle access to transit hubs is a key way to reduce the "first and last mile problem" for public transit networks. In fact, the City's plan to establish a bike-share program is fundamentally aimed at solving this problem. If, however, bike-friendly bikeways are not available within the first and last miles to transit hubs (e.g. the Sacramento Valley Station), the bikeshare program will be severely hampered. Therefore, we request that the following policy be added to GPU Section M5: M 5.1.y "Bicycle Access to Transit Facilities" The City shall provide bike-friendly facilities to connect transit hubs with surrounding employment centers, business districts, cultural amenities, and neighborhoods.	2- 123	The policy requested in this comment is already addressed by existing Policy M 5.1.3 Continuous Bikeway Network. Recommend no change.
45	9/24/2014	Other	Judy Mc	I41-4, Policy M 8.1.2 Why is public transportation not improved to the airport? Is this more about businesses influencing City Plans? Parking is a premium at the airport and could be alleviated with better planning.	2- 127	Airport parking costs are determined by the Sacramento Metropolitan Airport. The proposed 2035 General Plan includes policies and figures that plan for and support public transportation improvements to the Sacramento Metropolitan Airport (e.g., Policy M 8.1.2 Efficient Ground Connections). Figure M2 Light Rail Facilities depicts a planned Light Rail Line extension from Richards Boulevard to the airport.

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
						Recommend no change.
46	09/10/14	New	Jordan Lang, Project Analyst, Sacramento Area Bicycle Advocates	<p>O2-2, Goal Section M5 Policies M 5.1.2 "Appropriate Bikeway Facilities" and M 5.1.7 "Bikeway Requirements" state that bikeways shall be consistent with the street functional classification and street typology described in policy M 4.4.1 "Roadway Network Development". Policy M 4.4.1 does not, however, currently describe what are considered "appropriate bikeway facilities" for each class and type of street (e.g. mixed-use minor arterial). Therefore, we request that the following policy be added to GPU Section M5 (or similar language be added to existing policy M 5.1.2): M 5.1.x "Definitions of Bicycle Friendly Facilities" The City shall adopt definitions of bike-friendly facilities for each class and type of street as part of its next update of the Bicycle Master Plan.</p>	2-132	<p>Regardless of functional classification and street typology, each street is different and must be treated on a case-by-case basis regarding bicycle facilities. The City cannot impose a general requirement for bike-friendly facilities for each class and type of street. However, the City is supportive of a new implementation program that incorporates preferences for bicycle facilities for street classes and types.</p> <p>Recommend adding the following new program to Table 4-6:</p> <p><u>Table 4-6: Program 19. The City shall develop and adopt bike facility preferences for appropriate street functional classifications and typologies as part of the next update to the Bicycle Master Plan. (MPSP)</u></p> <ul style="list-style-type: none"> • <u>Implements Which Policy(ies): M 5.1.1</u> • <u>Responsible Department(s): Public Works Department</u> • <u>Supporting Department(s): Community Development Department</u> • <u>Timing: 2014-2019</u>
47	09/10/14	Mod	Jordan Lang, Project Analyst, Sacramento Area Bicycle Advocates	<p>O2-7, Table 4-6: Program: 1 Program 1-This program states that the City shall prepare and adopt design standards and guidelines for all (travel) modes and prioritize selected modes for each street segment. We heartily support this implementation program but the cited policies which this program is to implement seem poorly coordinated. We believe this program should implement the following policies pertinent to bicycling among other policies pertinent to other modes:</p> <ul style="list-style-type: none"> • M 4.2.2 Pedestrian and Bicycle Friendly Streets • M 4.2.6 Identify and Fill Gaps in Complete Streets • M 5.1.3 Continuous Bikeway Network 	2-129	<p>City staff does not believe this implementation program requires subdivision into multiple separate programs.</p> <p>Recommend no change.</p>

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
				<ul style="list-style-type: none"> M 5.1.x Definitions of Bicycle Friendly Facilities (requested in our comments above) M 5.1.y Bicycle Access to Transit Facilities (requested in our comments above) <p>Because this implementation program seems to be a very large and complex undertaking, we request that it be subdivided into more manageable tasks.</p>		
48	09/10/14	Other	Jordan Lang, Project Analyst, Sacramento Area Bicycle Advocates	<p>O2-8, Table 4-6: Program: 2 Program 2 - This program will appropriately update the City's Traffic Impact Analysis guidelines to recognize new developments in CEQA compliance. However, it refers to "General Plan modal priorities" which we have not found described in the GPU Mobility Element. Please explain what these modal priorities are and how they have been developed.</p>	2-129	<p>Modal priorities are indicated in the Street Typologies described on page 2-117. The street typologies take into account street context, land use context, and travel mode prioritization.</p> <p>Recommend no change.</p>
49	09/10/14	Other	Jordan Lang, Project Analyst, Sacramento Area Bicycle Advocates	<p>O2-9, Table 4-6: Program: 10 Program 10 - Under this program, the City shall update its Bicycle Master Plan (BM P) every 10 years. The City's current BMP was adopted in 1995, 19 years ago, although several amendments have been adopted more recently to add specific bikeway improvements to the plan. The contemporary philosophy and practice of bikeway infrastructure in the United States has advanced very rapidly in recent years as can be seen by improvements for bicycle travel in many U.S. cities such as San Francisco and Chicago and as documented in the NACTO Urban Bikeway Design Guide (http://nacto.org/cities-for-cycling/design-guide).</p> <p>The Implementation Program for the 2030 General Plan (adopted in March 2009) stated that the BMP would be updated every 3 years (Program 18). We have seen no evidence that the City attempted to do an update since 2009. We request that the City take this implementation program to heart and commit actual resources of staff and budget to make sure this update happens in a timely and robust manner (e.g. by 2015 at the latest).</p>	2-136	<p>Comment noted. The Bicycle Master Plan is currently (2014) being updated.</p> <p>Recommend no change.</p>
50	09/10/14		Jordan Lang, Project Analyst,	<p>O2-10, Table 4-6: Program: 11 Program 11-This program states in part that the City</p>	2-136	<p>The requested changes in this comment are already addressed by:</p>

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
			Sacramento Area Bicycle Advocates	<p>shall implement the BMP by "expanding the existing bikeway system by 5 percent annually." This implementation program appears to be based on Measure 2.3 "Increased Bicycle Mode Share" in the City's Climate Action Plan (CAP) adopted in February 2012. Measure 2.3 in the CAP was supported by Action 2.3.1 stating that the City would achieve an annual expansion of 5 percent of the existing bikeway system which was said to result in a 1.5 percent reduction in vehicle miles traveled (VMT) by 2020. Finally this reduction in VMT was said to produce a specified level of reduction of greenhouse gases.</p> <p>We agree that a reduction in VMT will reduce greenhouse gases and we agree that an increase in bicycle mode share will help reduce VMT. The GPU, however, does not present evidence that increasing the bikeway system by 5 % annually (however that is defined and measured) will produce the necessary increase in bicycle mode share that will reduce VMT by 1.5%. In response to this lack of evidence, the CAP committed to a Supporting Action for Measure 2.3: "Work with community partners to establish a bicycle mode share goal and methodology [for monitoring progress to achieve that goal]" (see Page 4-32 of CAP adopted in February 2012). We greatly support this supporting action and believe the community partners should include the Sacramento Area Council of Governments (SACOG) that routinely models and monitors changes in travel mode shares and associated VMT.</p> <p>Bike mode share is a function of many factors including at least the following:</p> <p>Direct Factors</p> <ul style="list-style-type: none"> • Bikeway quality relative to function and type of street on which located (e.g. high volume, high speed arterials will require highly protective 		<p>Table 4-6: Program: 12: The City shall submit a bi-annual report to the City Council that evaluates implementation of the Bikeway Master Plan, including a program of regular monitoring of progress relative to the City's adopted goal and any interim targets for bicycle mode share. (PSR).</p> <p>Recommend no change.</p>

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
				<p>bike facilities to be safe and comfortable for most potential bike riders; a low volume, low speed residential street will be comfortable for most riders without improvement)</p> <ul style="list-style-type: none"> • Bikeway quantity (i.e. miles) • Bikeway context (e.g. in high density residential/commercial mixed use neighborhoods like Midtown or in low density residential suburbs) • Continuity of bikeways between key destinations and activity centers • Availability of secure bike parking and other support at destinations <p>Indirect Factors</p> <ul style="list-style-type: none"> • Education and enforcement of roadway users about right-of-way, speed, and signal violations • Education about bikeway network availability (e.g. way-finding, maps) • Transportation culture and demographics of neighborhoods (e.g. SACOG has reported that bike mode share is expected to increase more in disadvantaged neighborhoods when facilities are improved than in other neighborhoods because of their reliance on non-vehicle travel) • Staffing and financial resources for bikeway planning and implementation <p>Given the complexity of factors that govern bike mode share, we believe that it is not appropriate to measure the success of the BM P relative to a goal of "expanding the existing bikeway system by 5 percent annually." Instead, we believe the BMP should fundamentally aim for a bicycle mode share goal that will eventually be relatable to an expected reduction in VMT, which is actually the intent of the CAP now incorporated in the GPU.</p> <p>Sacramento's current bicycle mode share is reported to be 2.6% (for commuting) in the 2013 American Community Survey. We believe that Sacramento's BMP should aim to achieve a bike mode share of 5% by 2020 and 10% by</p>		

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
				<p>2030; these goals for Sacramento fit well within the range of bike mode share goals recently adopted by other California cities: by 2020, San Francisco aims to achieve 10%, Davis 30%, and Fresno 5%. The BMP should then encompass a set of objectives and implementing actions that would address the direct and indirect factors listed above that determine actual bike mode share.</p> <p>In summary, our comment on Program 11 is the following: Replace the current wording with the following: "The City shall 1) implement the Bikeway Master Plan to achieve a bicycle mode share goal of 5% by 2020 and 10% by 2030, and 2) work with community partners to develop a methodology for measuring bicycle mode share and relating it to reductions in VMT for Sacramento."</p>		
51	9/24/2014		Eric Fredericks, Chief, Office of Transportation Planning - South.	<p>A6-6, Table 4-6: Program: 17 Caltrans encourages the City to use Program 17 as a case example for mitigating VMT impacts in the 2035 GPU, future developments, and other long range plans. Caltrans also encourages the City to consider using the I-5 Corridor Subregional Mitigation Program Memorandum of Understanding and upcoming nexus study as a model for Program 17.</p>	2-132	<p>The City will continue to collaborate with Caltrans on the implementation of Program 17 and Program 18 of the General Plan Update.</p> <p>Recommend no change.</p>
52	8/25/2014	Other	Sarena Moore, SRCSD/SASD	<p>A1-4, Policy U 2.1.13, Table 4-7: Program 5 It should be noted that Regional San currently does not have any planned facilities that could provide recycled water to the proposed project or its vicinity. Additionally, Regional San is not a water purveyor and any potential use of recycled water in the project area must be coordinated between the key stakeholders, e.g. land use jurisdictions, water purveyors, users, and the recycled water producers.</p>	2-136 2-147	<p>Comment noted. The City will coordinate with Regional Sanitation regarding any future potential for water recycling.</p> <p>Recommend no change.</p>
53	9/24/2014	Other	Cindy Messer, Deputy Executive Officer, Delta Stewardship Council	<p>A7-6, policy U 2.1.10 Delta Plan Recommendation WR RI, Implement Water Efficiency and Water Management Planning laws. Delta Plan Recommendation WR RI encourages all water suppliers to "fully implement applicable water efficiency and water management laws, including urban water</p>	2-136	<p>Comment noted. No change requested.</p> <p>Recommend no change.</p>

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
				management plans... [and] the 20 percent reduction in statewide urban per capita water usage by 2020...." Council staff appreciates the inclusion of proposed general plan policy U2.1.10, Water Conservation Standards, which commits the City to achieving a 20 percent reduction in per-capita water use by 2020 consistent with the State's20x2020 Water Conservation Plan. We also appreciate the City's inclusion in the table of "Utilities Implementation Programs" of the statement that the City "shall review and update its Urban Water Management Plan every 5 years."		
54	12/19/2014	Other	Jamie Cutlip, SMUD	U 2.1.10 - Water Conservation Standards, U 2.1.11- Water Conservation Programs, and U 2.1.12 - Water Conservation Enforcement. Regarding the three above listed policies, SMUD is interested in exploring an energy efficiency and water efficiency program. SMUD offers incentives for energy efficiency measures that may also present additional savings when tied to embedded energy within the City's water efficiency measures, particularly when aggregated on an annual basis.	2-136	Comment noted. City staff will coordinate with SMUD in developing energy efficiency and water efficiency programs. Recommend no change.
55	No date	Mod	Chris Brown, resident	I3-2, Goal Section U 4.1 The stormwater abatement sections need to include permeable pavers and curb cuts; as part of new development and for programs aimed at current developed areas to encourage the replacement of concrete sidewalks and driveways with permeable pavers.	2-138	The General Plan includes goals and policies to encourage stormwater drainage facilities that are environmentally sensitive, accommodate growth, and protect residents and property. New development must submit drainage studies that adhere to City stormwater design requirements and incorporate measures, including "green infrastructure" and Low Impact Development techniques. The City's standard specifications provide detailed direction for the design and the permissible materials for driveway improvements. Recommend no change.
56	09/25/14	Other	Jane Maculay, President, Woodlake Neighbors Creating	O11-1, Goal Section U 4.1 and Goal Section EC 2.1 The policies fail to address the need to maintain, repair or replace the existing street drainage infrastructure terminating at the various sump pumps throughout the city. The General Plan identifies only 3 areas within the	2-138 2-202	The proposed 2035 General Plan includes several policies associated with maintenance of drainage facilities: Policy U 1.1.1: Provision of Adequate Utilities; Policy U 1.1.2: Citywide Level of Service Standards; Policy U 1.1.6: Infrastructure Finance;

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
			Transparency	City that are prone to flooding. This is an understatement and contrary to city and county records. Historically there are at least 7 major areas in the city that are known to flood during 5 to 10- year events. Without addressing the need for improvements in the existing drainage basin infrastructure the General Plan will fail to ultimately provide a 200-year level of flood protection.		Policy U 4.1.2: Master Planning; Policy U 4.1.3: Regional Stormwater Facilities. It also includes policies and programs directing the City to achieve 200-year level flood protection: Policy EC 2.1.4, Policy EC 2.1.,5 and EC 2.1.13 and Table 4-11: Program 5. Recommend no change.
57	No date	Mod	Chris Brown, resident	I3-1, Policy U 2.1.10 I recommend you incorporate at least a 30 percent cut in per capita consumption [in water use], rather than the 4 percent reduction in overall use which is included in the GP.	2-142	The City is pursuing water reductions consistent with State goals. Recommend no change.
58	9/22/2014	Other	Rob Ferrera, Environmental Specialist, Environmental Management, SMUD	A4-1, Goal Section U 6.1 It is our desire that the City of Sacramento 2035 General Plan Update will acknowledge any policy impacts related to the following: Overhead and or underground transmission and distribution line easements; Electrical load needs/ requirements; Energy Efficiency; Utility line routing; Climate Change.	2-143	The proposed 2035 General Plan includes policies that address the issues identified in the comment. Draft MEIR Section 4.11.5 “Electricity and Natural Gas” provides the applicable proposed General Plan policies related to coordination with utility providers and renewable energy. Recommend no change.
59	9/22/2014	Other	Rob Ferrera, Environmental Specialist, Environmental Management, SMUD	A4-2, Goal Section U 6.1 Based on our review of the Draft MEIR and our understanding of the proposed update, SMUD would very much welcome the opportunity to further discuss the issues pertaining to the above. Please ensure that the information included in this response is conveyed to the appropriate audience.	2-143	SMUD is included in the City’s application review process for applicable projects and the City will continue to include SMUD for review of applicable development applications. Policy U 6.1.1 states that the City shall continue to work closely with local utility providers to ensure that adequate electricity and natural gas services are available for existing and new developing areas. Recommend no change.
60	12/19/2014	Other	Jamie Cutlip, SMUD	U 6.1.2 - Peak Electrical Load of City Facilities. The City has already met its goal of reducing its peak electric load by 10% by 2015 compared to the baseline year of 2004. In 2004, the City used 133 GWh as compared to 117 GWh in 2013, representing a 12% reduction. Additional savings could be achievable through indoor and outdoor lighting retrofits and in office and warehouse type facilities.	2-143	The City will continue to evaluate and upgrade its facilities and equipment to improve energy efficiency and reduce its electric load. Recommend no change.

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
61	12/19/2014	Other	Jamie Cutlip, SMUD	U 6.1.3 - City Fleet Fuel Consumption. The current policy may be difficult to achieve with all electric vehicles or fuel cell operated vehicles, especially for large trucks. The City might consider compressed natural gas or hybrid electric drive trains, in order to achieve a fleet fuel GHG emissions reduction goal of 75% by 2020. SMUD is available to assist the City in determining which technology may be best suited.	2-143	The City will continue to evaluate and upgrade its fleet to improve energy efficiency and reduce its fuel consumption. The City will consider coordinating with SMUD as needed. Recommend no change.
62	12/19/2014	Other	Jamie Cutlip, SMUD	U 6.1.4- Energy Efficiency of City Facilities. To achieve the City's goal of reducing its energy usage by 25% as compared to 2005, the City will need to reduce its current energy consumption by 18 GWh. The City's current retrofitting of street lighting to LEDs projects to reduce the City's energy consumption by 12 GWh. The City may want to consider additional lighting retrofit projects with the inclusion of controls, as well as HVAC replacement.	2-143	The City will continue to evaluate and upgrade its facilities and equipment to improve energy efficiency and reduce its electric load. Recommend no change.
63	12/19/2014	Edit	Jamie Cutlip, SMUD	U 6.1.5 - Energy Consumption per Capita. SMUD recommends revising this policy, as the current language of "City shall encourage" is vague and does not account for fluctuations in population and business counts, wider adoption of cleaner fuels, and greater business productivity. Instead, the City may want to consider carbon reductions per capita as they metric and separate out residential carbon reductions from commercial activities.	2-143	City staff believes this policy is appropriate as written. Recommend no change.
64	12/19/2014	Other	Jamie Cutlip, SMUD	U 6.1.8 - Other Energy Generating Systems. SMUD is encouraged that the City will promote the use of locally shared solar, wind, and other energy generation systems as part of new planned developments. Currently, SMUD does not have policies in place that would accommodate net metering of surplus electrical power generated on site. SMUD would like to advise that future applicants contact SMUD early to assist in designing renewable energy design systems that are right-sized for the proposed planned unit development.	2-144	SMUD is included in the City's application review process for applicable projects and the City will continue to include SMUD for review of applicable development applications. Policy U 6.1.1 states that the City shall continue to work closely with local utility providers to ensure that adequate electricity and natural gas services are available for existing and new developing areas. Recommend no change.
65	12/19/2014	Edit	Jamie Cutlip, SMUD	U 6.1.11- Energy Efficiency Improvements (Page 2-144) and Table 4-7: Program 29. SMUD recommends that the City consider revising or	2-152	Comment noted. The City will continue enforcing Title 24 to achieve minimum energy efficiency and water conservation standards. City staff does not

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
				removing this section. The State of California has Energy Standards (Title 24, Part 6) that are complex, aggressive, and mandatory - and are typically applied when building a permit is pulled. Adding another layer of energy efficiency ordinances could potentially either inhibit responsible development or inhibit the compliance rate with existing standards as the permitting process is actively avoided. A suggested revision is to support the current Title 24 standards and develop policies that provide for additional City assistance in strengthening compliance and enforcement. SMUD encourages the City to partner with SMUD and direct applicant to take advantage of SMUD's existing programs, including Complete Energy Solutions, which offers incentives for energy efficiency upgrades in commercial properties. Alternatively, if the City considers retaining the Commercial Energy Conservation Ordinance (CECO), you might consider changing conservation" to "efficiency" to reflect current industry nomenclature.		believe that implementation of the CECO program will significantly inhibit compliance with State standards or additional City requirements. SMUD is included in the City's application review process for applicable projects and the City will continue to include SMUD for review of applicable development applications. Policy U 6.1.1 states that the City shall continue to work closely with local utility providers to ensure that adequate electricity and natural gas services are available for existing and new developing areas. Recommend no change.
66	12/19/2014	Other	Jamie Cutlip, SMUD	U 6.1.12 - Energy Efficient Incentives. SMUD encourages the City to partner with SMUD and direct applicant to take advantage of SMUD's existing programs offering incentives and expertise for energy efficient vehicles, equipment, and lighting.	2-144	SMUD is included in the City's application review process for applicable projects and the City will continue to include SMUD for review of applicable development applications. Policy U 6.1.1 states that the City shall continue to work closely with local utility providers to ensure that adequate electricity and natural gas services are available for existing and new developing areas. Recommend no change.
67	12/19/2014	Other	Jamie Cutlip, SMUD	U 6.1.14- Energy Efficient Partnerships. SMUD's partnership with Capitol Area Development Authority (CADA) is an example of an ongoing partnership, in which, participating developers are strongly encouraged by CADA to participate in SMUD's programs and services. SMUD is interested in exploring ways to support the City in requiring or better supporting of developers' utilizing SMUD programs and services.	2-144	SMUD is included in the City's application review process for applicable projects and the City will continue to include SMUD for review of applicable development applications. Policy U 6.1.1 states that the City shall continue to work closely with local utility providers to ensure that adequate electricity and natural gas services are available for existing and new developing areas. Recommend no change.

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
68	9/24/2014	Other	Cindy Messer, Deputy Executive Officer, Delta Stewardship Council	<p>A7-1, ERC Element Thank you for the opportunity to comment on the Draft City of Sacramento 2035 General Plan (draft general plan) and its Draft Master Environmental Impact Report (Draft MEIR). Council staff has appreciated the opportunity to meet with City staff to gain a better understanding of the general plan update and its consistency with the Delta Plan.</p> <p>State law specifically directs the Council to provide "advice to local and regional planning agencies regarding the consistency of local and regional planning documents with the Delta Plan" (Water Code sec 85212). Council staff requests that the Delta Plan, including its policies and recommendations, be acknowledged in the Final MEIR's description of the project's environmental setting of each section to which it applies.</p> <p>As we have discussed in our meetings, the Delta Stewardship Council (Council) has specific regulatory and appellate authority over certain actions that take place in whole or in part in the Delta, known as "covered actions". To this end, the Delta Plan contains a set of regulatory policies with which state and local agencies are required to be consistent with as of Sept. 1, 2013. The Delta Reform Act established a certification process for compliance with the Delta Plan (Water Code sec 85022).</p> <p>Council staff is happy to provide assistance to the City of Sacramento in determining whether the proposed general plan update meets the statutory definition of a "covered action" and, as such, would require a certification of consistency. We encourage you to consult with Council staff to better understand the covered action process and how this project may or may not be consistent with the Delta Plan.</p>	2-155	<p>City staff welcomes future coordination and assistance with the Delta Stewardship Council.</p> <p>Recommend no change.</p>
69	9/24/2014	Mod	Erik Vink, Executive Director of	<p>A8-2, Goal Section ERC 2.1 The City may want to consider General Plan policies that encourage economic development partnerships</p>	2-157	<p>Policy ERC 2.1.2 directs the City to connect all of Sacramento through an integrated parks and trails system. Policy ERC 2.4.3 directs the City to maintain</p>

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
			Delta Protection Commission	connections, including trails and rail lines, between the City of Sacramento and surrounding areas in the Sacramento-San Joaquin River Delta. Congress is currently considering a bill to establish a Sacramento-San Joaquin Delta National Heritage Area (NHA), which would include portions of the Town of Freeport. If NHA designation does occur, the Commission will work with the City on establishing partner sites for activities related to recreation, heritage tourism, public access, and environmental education.		existing and pursue new connections to local, regional, and state trails. Policy HCR 3.1.1 directs the City to work with agencies, organizations, property owners, and business interests to develop and promote Heritage Tourism opportunities, in part as an economic development tool. Policy HCR 3.1.2 directs the City to coordinate with and support public (e.g., SHRA), quasi-public, and private entities in their preservation programs and efforts. City staff welcomes future coordination and assistance from the Delta Protection Commission. Recommend no change.
70	9/25/2014	Other	Dan Gonzales, Chairman, Sacramento County Recreation and Parks Commission	A11-6, Goal Section ERC 2.2 The City of Sacramento intends to “count non-city owned recreation amenities at “full build out” as a contributing factor to the service level goals,” however, the city fails to follow the same philosophy to establish the current service level. If the city were to use this same measure to the current service level the park land provided to the City of Sacramento residents would likely exceed 5 acres per 1000 residents today throughout the city.	2-157	The City does not control parkland owned and operated by other agencies and therefore cannot guarantee their performance or existence. Also, if the City based its park service level standard on an existing park acreage that included non-City owned parks, the required in-lieu fee payment to the City would be inappropriately inflated. See Final MEIR Master Response 4.1.1 concerning park service level standards. Recommend no change.
71	9/25/2014	Other	Dan Gonzales, Chairman, Sacramento County Recreation and Parks Commission	A11-8, Goal Section ERC 2.2 These policies collectively reference developing urban parks within an impacted and built out city using creative opportunities that provide a broad definition of parks and community space. The creative definition of qualifying parkland could create increased cost for development and long term care of public facilities; however, the service level recommendation decreases the amount of in-lieu fees that would be available to creatively design and develop parkland in the City.	2-157	See Final MEIR Master Response 4.1.1 concerning park service level standards. Policies in Section ERC 2.2, would allow developers on constrained infill sites to dedicate land for smaller, more creative, park types than previously conceived, or pay in-lieu fees (or a combination) which would be used to rehabilitate and renovate existing park sites or help fund development of these smaller park types elsewhere in the community. Because they are smaller, these parks would cost less to develop. The greater flexibility in the types of parks that can be developed in highly urbanized areas allows for greater flexibility for land dedication and funding.

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
						Recommend no change.
72	See Endnotes	Mod	Numerous Commentors ¹	<p>Policy ERC 2.2.4 Numerous comments regarding proposed changes to the City's park acreage standard from 5 acres of neighborhood and community parks and recreational facilities per 1,000 population citywide to 1.75 per 1,000 population in the Central City and 3.5 acres per 1,000 population in the remainder of the city. Comments are in opposition to making the change.</p>	2-158	<p>Recommend revising Policy ERC 2.2.4 as follows:</p> <p>Policy ERC 2.2.4: Park Acreage Service Level. The City shall develop and maintain 1.75 <u>5</u> acres of neighborhood and community parks and recreational facilities per 1,000 population in the Central City, and 3.5 acres of neighborhood and community parks and recreational facilities per 1,000 population in the remainder of the city.</p> <p>Recommend revising Policy ERC 2.2.5 as follows:</p> <p>Policy ERC 2.2.5: Meeting Service Level Goal. The City shall require new residential development to either dedicate land for new parks, pay a fair share of the costs for new parks and recreation facilities, and/or pay a fair share for rehabilitation or renovation of existing parks and recreation facilities. For new development in urban areas where land dedication is not reasonably feasible (e.g., the Central City), the City shall require new development to either construct improvements or pay fees for existing park and recreation facility enhancements to address increased use. <u>Additionally, the City shall pursue creative park development opportunities, such as joint use, regional park partnerships, private open space and acquisition of parkland with grant funding.</u></p>
73	9/24/14	Other	Stephen Green, President, Save the American River Association	<p>O6-11, Policy ERC 2.2.6 If the Policy does include non-city regional parks such as The American River Parkway, it appears to contradict the Draft MEIR statement "Land that may be developed in the future for parks and recreation uses, but NOT UNDER THE CITY'S JURISDICTION, WOULD NOT be considered a contribution towards meeting the Service Level Goal" (Capitals added)</p>	2-158	<p>The policy does not consider non-City regional parks in achieving the City's service level goals. The City cannot meet its parks standards using parkland outside of its jurisdiction. Some regional park acres are counted towards neighborhood/community park acres if they provide that function to those living within the service area (i.e., if you live across from Land Park, it is your neighborhood park). See Final MEIR Master Response 4.1.1 concerning park service level</p>

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
						standards. Recommend no change.
74	9/24/14	Other	Stephen Green, President, Save the American River Association	O6-12 Policy ERC 2.2.8 Capital Investment Priorities: Identify what areas along the banks of the American River are use under consideration for acquisition and development. How will their acquisition and development contribute to the City's Parks and Recreation Service Level Goals?	2-158	Future park developments under the proposed 2035 General Plan are identified on the "Land Use and Urban Form Diagram. All of the land in the City designated Parks and Recreation and Open Space is identified. In addition, Figure CC-2 in the Central City Community Plan (within Part 3 of the 2035 General Plan) also identifies the land designated for Parks and Open Space in the Central City Community Plan, including land along the American River. The General Plan policies provide directions for Capital Investment Priorities and are not intended to provide the exact location of future parkland acquisitions. These land use designations are consistent with the acquisition assumptions which provided basis for the park service level standards. Recommend no change.
75	9/24/14	Other	Stephen Green, President, Save the American River Association	O6-7, Policy ERC2.2.3 It is clear from the following policies and Draft MEIR statements that the City intends to heavily rely on the natural and recreation amenities of the American River Parkway, a non-city regional park whose acreage is NOT counted as part of the City's Service Level Goal, to provide nature and recreation opportunities for its current and future residents, workforce and visitors, without an analysis of the potentially significant impacts to the lower American River and Parkway. Policy ERC 2.2.3: Service Level Radius. The City shall strive to provide accessible public park or recreational open space within one-half mile of all residences. The Draft MEIR acknowledges that changing the Service Level Goal in the Central City from 5 acres per 1,000 residents to 1.75 acres per 1,000 residents is "based on the City's experience in identifying, acquiring, and operating park facilities. In particular, parkland acquisition, especially in urban areas, is often not feasible due to the scarcity of	2-158	See Final MEIR master response 4.1.1 concerning parks service level standards. The comment does not request a change to any General Plan policies or programs. Recommend no change.

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
				available land and resources needed to develop and operate park facilities. Common challenges are that dedicated sites may be too small to create a park of meaningful size, other vacant land may be in short supply, or park development costs (including in-lieu park fees) may make projects infeasible." Evidently there is only about 16.5 acres of vacant land in the Central City appropriate for additional parks. As a result, opportunities to develop new parks in the Central City are limited.		
76	9/24/14	Other	Stephen Green, President, Save the American River Association	06-13, Policy ERC 2.2.10 Policy ERC 2.2.10: Range of Experience. The City shall provide a range of small to large parks and recreational facilities. Larger parks and complexes should be provided at the city's edges and along the rivers as a complement to smaller sites provided in areas of denser development. If by referencing "along the rivers," the City is including The American River Parkway, a noncity regional park, as an area providing the larger parks and complexes that serve as a complement to smaller sites provided in areas of denser development, then the Draft MEIR failed to study the potentially significant impacts on the American River Parkway from increased uses by current and future residents, workforce and visitors, in particular those within the Central City Policy Area. If by referencing "along the rivers," the City is including The American River Parkway, a noncity regional park, it appears to contradict the Draft MEIR statement "Land that may be developed in the future for parks and recreation uses, but NOT UNDER THE CITY'S JURISDICTION, WOULD NOT be considered a contribution towards meeting the Service Level Goal." (Capitals added)	2-159	The City has numerous examples of community and neighborhood parks along or adjacent to the American and Sacramento River Parkways that are not counted as a non-city regional park, for example R.T Matsui Waterfront Park or Pioneer Landing Park. The policy does not count the parkway acreage in achieving the City's service level goals. The City cannot provide community and neighborhood serving regional parks by using an existing regional parkway outside of its jurisdiction. See Final MEIR Master Response 4.1.1 concerning park service level standards. Recommend no change.
77	9/25/2014	Other	Numerous Commentors ²	08-3, Goal Section ERC 2.4 The General Plan Update should consider how to maintain this attractive balance and recognize the need to protect not only the [American River] parkway but also the complementary natural elements in bordering neighborhoods such as the Central City, South Natomas,	2-160	General Plan Policies LU 2.2.1 World Class Rivers; LU 2.2.2 Waterway Conservation; and LU 2.2.3 Improving River Development and Access; and LU 2.2.3 address natural areas adjacent to the American River Parkway. See Final MEIR Master Response 4.1.1 concerning park service level standards.

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
				Woodlake, East Sacramento, and others.		Recommend no change.
78	9/24/14	Other	Stephen Green, President, Save the American River Association	O6-14, Goal ERC 2.4 If by “Rivers” and “Natural Resources Areas” the City is including the American River Parkway, a non-city regional park, what is meant by “maximizing the use of these areas through partnerships with other agencies”? Is the intended “use” contributing towards meeting the Parks and Recreation Service Goals?	2-160	The policy does not count the parkway acreage in achieving the City’s service level goals. The City cannot meet its park standards by using an parkland outside of its jurisdiction. See Final MEIR Master Response 4.1.1 concerning park service level standards. Recommend no change.
79	9/24/14	Mod	Stephen Green, President, Save the American River Association	O6-16, Policy ERC 2.4.2 For accuracy and clarity’s sake, in regards to this policy and the American River Parkway, the primary partner is Sacramento County, the manager and operator of the Parkway, and “to manager, preserve, and enhance” the American River Parkway means to comply with the American River Parkways Plan. The policy should be reworded to reflect the same. One example, out of many, of infill development, that will have immediate and significant effects on the American River Parkway, a non-city regional park, as it is built out over time, is the River District. Township 9, a project within the District, is already well underway.	2-161	This policy is intended to broadly identify regional, State, and local partners, owners, and developers regarding management, preservation, and enhancement of parkways, urban waterways, and riparian corridors. This level of specificity is not appropriate for this policy. The Background Report describes the American River Parkway Plan. The Background Report also indicates that the property is maintained by Sacramento County Regional Parks. Policy ERC 2.5.2 specifically calls out Sacramento County as a partner agency. Recommend no change.
80	9/24/14	Other	Stephen Green, President, Save the American River Association	O6-20, Policy ERC 2.5.2 As clearly demonstrated the City intends to use the American River Parkway, a non-city regional park, as a means to maximize other recreational opportunities of current and future residents, workforce and visitors, especially in the Central City. No funding sources have been identified to mitigate the potentially significant impacts to the lower River’s and Parkway’s natural and recreation resources from “the City’s commitment to increasing densities in the Central City,” “...a key policy and development approach.”	2-161	The parkway offers a different type of recreation experience than a community or neighborhood serving park, which typically provide play equipment, game courts, and sport fields, and attracts different user demands than a regional park with water recreation access, nature areas, and long-distance multi-use trails. Community and neighborhood serving parks are often used by the immediately surrounding residents (generally within a ½ mile to 3 mile radius) who want to walk to the park and use playground and smaller recreational facilities, such as a ball field or court. Regional parks and trails offer a much different recreational experience than community and neighborhood serving parks and typically attract a substantial proportion of users from a greater distance, often from the greater Sacramento region and often

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
						<p>arriving by car. These regional trails are used specifically for nature appreciation, walking and bicycling on trails, and recreational use of the river. A limit in supply of community and neighborhood-serving parks would therefore not be expected to translate into an increase in demand for regional recreational parks such as natural open space, river recreation, and use of trails.</p> <p>Recommend no change.</p>
81	9/24/2014	Other	Cindy Messer, Deputy Executive Officer, Delta Stewardship Council	<p>A7-7, ER 2.1.2. and ERC 2.4.2, and ERC 2.4.3, Delta Plan Recommendation DP R16, Encourage Recreation on Public lands. Delta Plan Recommendation DP R16 states, "Public agencies owning land should increase opportunities, where feasible, for bank fishing, hunting, levee-top trails, and environmental education." Proposed general plan policies that would support this goal include ER 2.1.2, Conservation of Open Space, which calls for the City to provide appropriate public access along the American and Sacramento Rivers, flood ways, and undevelopable floodplains, provided access would not disturb sensitive habitats or species, and ERC 2.4.2, Waterway Recreation and Access, which states that the City "shall work with regional partners, State agencies, private land owners, and developers to manage, preserve, and enhance the Sacramento and American River Parkways and urban waterways and riparian corridors to increase public access for active and passive recreation." In addition, ERC 2.4.3, Connections to Other Trails, which states that the City "shall maintain existing and pursue new connections to local, regional, and state trails," could be helpful in providing support for the development of connections to the Great Delta Trail, a program led by the Delta Protection Commission.</p>	2-161, 2-187	<p>Comments commend the City's policies in achieving the objectives of the Delta Plan.</p> <p>Recommend no change.</p>
82	9/24/14	Other	Stephen Green, President, Save the American River Association	<p>O6-23, Table 4-8 At the very least there should be money for an updated Sutter's Landing Park Master Plan and improvements to the Park.</p>	2-167	<p>The General Plan provides broad direction for the City. Detailed park improvements, such as the one requested in the comment, are addressed in the City's Parks and Recreation Master Plan. Funding is adequate to maintain existing parks and those that</p>

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
						<p>would be constructed in the future. Funding to update the Sutter's Landing Master Plan and make improvements to the park must come from sources other than Quimby in lieu or PIF funds, which are the usual funding sources for neighborhood and community park plans and improvements. Provisions for some improvements to Sutter's Landing Park were included in the McKinley Village Development Agreement.</p> <p>Recommend revising Table 4-8: Program 2 as follows:</p> <p>Table 4-8: Program: 2. The City shall review and update the Park Development Impact Fee Program <u>and Quimby Ordinance</u> to reflect the park and recreation standards of the General Plan and anticipated need for existing facility rehabilitation and renovation, higher parkland acquisition and construction costs, and development of active sport areas. (FB)</p> <p>Table 4-8: Program 3: The City shall, at least every five years review and update, as necessary, the Park Development Impact Fee Program and Quimby Program Ordinance to address existing facility rehabilitation and renovation and anticipated parkland land acquisition and construction <u>needs/costs</u>. <u>The City may also (or alternatively) select to appropriate other funds to address facilities rehabilitation and renovation on a case-by-case basis.</u> (FB)</p>
83	9/25/2014	Other	Kevin Combo, Ecological Management Department, Sacramento Yolo Mosquito and Vector Control District	A9-1, Goal Section PHS 5.1 The District and mosquito breeding should be addressed in all future individual planning documents.	2-176	<p>Comment does not request a change to the General Plan policies or programs. Policy PHS 5.1.10 Pest/Vector Management directs the City to work with the Sacramento-Yolo Mosquito and Vector Management District.</p> <p>Recommend no change.</p>
84	9/25/2014	Mod	Kevin Combo, Ecological	A9-2, Policy PHS 5.1.10 Please change to read... Vector/Disease Management.	2-177	<p>Policy PHS 5.1.10 is adequate as written. Development applications will continue to be routed</p>

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
			Management Department, Sacramento Yolo Mosquito and Vector Control District	<p>The City and any development applicant shall coordinate to support vector and disease management strategies (e.g. mosquito and vector control. BMP Implementation). The City shall: Require maintenance to reduce or eliminate any mosquito breeding habitats that occur on any residential, commercial or public properties including but not limited to unmaintained pools, residential or commercial water features, irrigation control boxes, and natural or manmade drainages. Require the Community Development Department to coordinate with the District on new construction or enhancement projects including plan and easement review where mosquitoes may breed. Require implementation of the Districts Best Management Practices (BMPs) for design and maintenance guidelines for any existing as well as proposed projects that may raise mosquitoes. The District's Mosquito Reducing Best Management Practices Manual (BMP) can be downloaded from the districts website. Require City Utilities Department to coordinate with the District on maintenance schedules and treatment schedules of all storm water and combined sewer system infrastructures including but not limited to: catchbasins, drop inlets, vaults, and retention/detention areas.</p> <p>Although the District can employ the California Health and Safety Code in order to ensure safe conditions and to sustain its public responsibilities (abatement and enforcement actions), it has been the District's experience that a cooperative approach provides more effective and long-lasting mosquito management and directs cities and municipalities on how to best achieve their co-equal goals. It is the intent of the District to work cooperatively with the City and it's project applicants to balance mosquito control within each project or specific land use.</p>		<p>to the Sac-Yolo Mosquito & Vector Control District.</p> <p>Recommend no change.</p>
85	9/24/2014	Other	Cindy Messer, Deputy Executive Officer, Delta	<p>A7-8, Policy ER 1.1.1 Delta Plan Recommendation WQ RI, Protect Beneficial Uses. Several proposed general plan policies are intended to protect water quality, which is consistent with Delta</p>	2-185	<p>Comments commend the City's policies in achieving the objectives of the Delta Plan.</p> <p>Recommend no change.</p>

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
			Stewardship Council	Plan Recommendation WQ R1. For example, proposed general plan policy ER 1.1.1, Conservation of Open Space Areas, calls for the City to "conserve and where feasible create or restore areas that provide important water quality benefits such as riparian corridors, buffer zones, wetlands, undeveloped open space areas, levees, and drainage canals for the purpose of protecting water resources."		
86	9/24/2014	Other	Cindy Messer, Deputy Executive Officer, Delta Stewardship Council	A7-4, Policy ER 4.2.1 and ER 4.2.3 and ER 2.1.2 We appreciate your inclusion of proposed general plan policy ER 4.2.1 , Protect Agricultural Lands, which supports Delta Plan Policy DP P1. This policy commits the City to "encourage infill development and compact new development within the existing urban areas of the city in order to minimize pressure for premature conversion of productive agricultural lands for urban uses." We also appreciate the inclusion of ER 4.2.3 , Coordinate to Protect Farmland, which commits the City to "continue to work with the County and other adjacent jurisdictions to implement existing conservation plans to preserve prime farmland and critical habitat outside the city." Proposed general plan policy ER 2.1.2 , Conservation of Open Space, also supports the intent of Delta Plan Policy DP P1 by preserving and protecting floodways and undevelopable floodplains.	2-187, 2-192, 2-193,	Comments commend the City's policies in achieving the objectives of the Delta Plan. Recommend no change.
87	9/25/2014	New	Paul Philley, AICP, Associate Air Quality Planner/Analyst at Sacramento Metropolitan Air Quality Management District	A10-1, Goal Section ER 3.1 The urban forest, which provides vast air quality benefits to the region, also represents an emissive source of Biogenic Volatile Organic Compounds, which are a precursor for Ozone formation. The District recommends the City add a policy which expresses a preference for Low BVOC trees, which would be consistent with adopted Greenprint principles. For example, the City of Galt has adopted language that creates a preference for Low BVOC trees while ensuring other urban forestry goals are met. The District offers the following as template language: To attain regional air quality goals and sustain a healthy tree canopy that maximizes net benefits, tree selection should consider the biogenic	2-190	Creating such a policy could diminish the City's ecological value by devaluing several native tree species, especially native oak trees, and is therefore not considered to be consistent with City goals. The City recommends that SMAQMD reconsider this policy guidance, which, if implemented, could ultimately discourage planting of many important native California trees, including native oak trees. The UC Davis report is available at the following URL: http://anrcatalog.ucdavis.edu/pdf/8484.pdf . The City appreciates this comment and will continue to coordinate with SMAQMD regarding BVOC-emitting tree species.

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
				emission rates of different tree species. As much as possible, species with low emission rates should be selected, recognizing that other selection criteria must be taken into consideration to promote vigorous growing, water-thrifty, long-lived trees that foster biodiversity and ecosystem services. Developers can obtain information on biogenic emissions of specific tree species from the City of Sacramento Planning Department, the Sacramento Metropolitan Air Quality Management District, or the Sacramento Tree Foundation.		Recommend no change.
88	9/24/2014	Other	Karen Jacques, Central City Activist, Founder: Midtown Neighborhood Association	I40-1, Goal Section ER 3.1 Central City Community Plan Area I am particularly alarmed by the ongoing loss of trees, especially large canopy trees, in the Central City and believe that this loss must be stopped and that additional trees must be planted to mitigate for the loss of those that are now gone.	2- 190 3-23	It is City policy is to retain trees whenever possible, regardless of size. In addition, and because several General Plan policies promote tree planting to increase the tree canopy, it is not anticipated that any net loss would occur. Even if it was assumed that no additional trees would be planted, it is not possible to quantify potential tree removal associated with future development under the proposed 2035 General Plan because the number of trees removed would depend on the specific design of the development. Recommend no change.
89	9/24/2014	Other	Judy Mc	I41-5, Goal Section ER 3.1 Architects need to design around existing trees. Replacement trees take decades to replace their positive effects on our environment. Urban Forest needs to guard our trees with better maintenance to protect from disease infestation when limbs break.	2- 190	Central City Urban Design Guidelines address building setbacks to accommodate urban forest tree canopy. In addition, City staff is currently undertaking an update to the City's Tree Ordinance to address the issues raised in this comment. The City intends to begin a management plan study once the City's Tree Ordinance is in place. City staff believes that is the appropriate time to address these issues. City staff anticipates that the management plan will be fully aligned with the updated General Plan. Recommend no change.
90	9/25/2014	Mod	Numerous Commentors ²	O8-2, Goal Section ER 3.1 We suggest that the following items be considered as policies to further ER Goal 3.1 Urban Forest. <ul style="list-style-type: none"> The city shall protect not only all public trees but also all public tree-planting spaces. The city 	2- 190	The General Plan provides broad direction for the City. Policy ER 3.1.1 directs the City to develop an Urban Forest Management Plan. City staff is currently undertaking an update to the City's Tree Ordinance to address the issues raised in this comment. The City

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
				<p>shall increase urban forestry resources to support preservation of tree canopy beyond public trees.</p> <ul style="list-style-type: none"> • The city shall monitor and report on the City’s inventory of all trees, including public trees, other protected trees, and the tree canopy in the City. <ul style="list-style-type: none"> ○ Implementation programs: incorporate tree canopy into the City’s Geographic Information Systems (GIS), Report every 5 years on tree canopy and public trees for each City community plan area, and Report annually on permitted tree removals and tree removal mitigation for each City community plan area. • The City shall implement and require a hierarchy of mitigation measures based on the full value of the tree when tree removal can not be avoided. • The City shall implement standards related to replacement of trees (e.g. based on diameter of removed tree, comparable shade levels, etc), including replacement in the area where the tree has been removed, where feasible, and preferred use of native species. • The City shall require trees and green space and for new development based on an established green area ratio. Setbacks and planter strips shall be adequate to provide for maturation of large canopy street trees (adequate space above and below ground level). • The City shall require new developments on lots with existing tree canopy to preserve a certain percentage (e.g., 40%) of the aggregate diameter inches of all structurally sound mature trees on the property. <p>Tree Corridors and tree groupings required in prior project approvals should be respected in</p>		<p>intends to begin a management plan study once the City’s Tree Ordinance is in place. City staff believes that the management plan is the appropriate document and timeframe to address these issues. City staff anticipates that the management plan will be fully aligned with the updated General Plan.</p> <p>Recommend no change.</p>

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
				redesign of a property. Mitigation trees shall not be permitted for removal.		
91	09/04/14	Mod	Ray Thetheway, Executive Director, Sacramento Tree Foundation	<p>O1-2, Goal Section ER 3.1 We strongly encourage the City to adopt the following pro-active urban forest measures: The City of Sacramento needs to aggressively address Urban Heat Island effects through the expansion and protection of our urban forest canopy. The 10 warmest years on record have occurred since 1998 (NOAA State of the Climate Global Analysis 2012). To address this trend, the City needs to redouble its efforts to aggressively mitigate and reduce the adverse impacts of Urban Hat Islands. These impacts include air quality issues, water and energy usage, and public health issues. An aggressive expansion of our urban tree canopy will make direct contributions to the long-term livability of our city and the health of all city residents. We urge that the General Plan go further and adopt tree canopy policies to strategically retrofit older parking lots to come into compliance with existing city ordinances.</p>	2-190	<p>The General Plan provides broad direction for the City. Policy ER 3.1.1 directs the City to develop an Urban Forest Management Plan. City staff is currently undertaking an update to the City's Tree Ordinance to address the issues raised in this comment. The City intends to begin a management plan study once the City's Tree Ordinance is in place. City staff believes that the management plan is the appropriate document and timeframe to address these issues. City staff anticipates that the management plan will be fully aligned with the updated General Plan.</p> <p>Recommend no change.</p>
92	9/25/2014	Other	Numerous Commentors ²	<p>O8-4, Goal Section ER 3.1 We believe that future development in the City may (and likely will) cause the net removal of trees within the City limits. Trees planted as replacements are not likely to fully mitigate for the losses of trees removed, especially where seedlings or trees with smaller canopies are used to replace existing mature trees with larger canopies.</p>	2-190	<p>The City's policy is to retain trees, whenever possible, regardless of size. In addition, the City protects Heritage Trees under ordinance. Several proposed General Plan policies, including ER 3.1.6 and 3.1.7, promote tree planting to increase the City's tree canopy, which increases shade thereby reducing urban heat island effect and energy consumption. Other proposed policies, such as ER 3.1.8 and 3.1.9, focus on public education regarding the importance of trees and on providing adequate funding to maintain the city's urban forest. Net removal of trees is not an expected outcome. New replacement trees would not immediately compensate for the benefits of large trees that cannot feasibly be retained. However, the proposed 2035 General Plan is based on a 20-year planning horizon, and replacement trees planted over 20 year period would be at various stages of growth by 2035 and would include large, mature trees.</p>

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
						Recommend no change.
93	9/25/2014	Edit	Judith L. Lamare and James P. Pachl, residents	I47-5, Policy ER 3.1.3 Does “City Trees Heritage Trees” mean “City Trees” and “Heritage Trees” (including private Heritage Trees), or does it refer only to those City Trees which are also Heritage Trees (100” circumference, or 36” circumference for certain native tree species). <u>This ambiguity needs to be clarified.</u>	2-191	Recommend revising Policy ER 3.1.3 as follows: Policy ER 3.1.3 Trees of Significance. The City shall require the retention of City trees <u>and</u> Heritage Trees by promoting stewardship of such trees and ensuring that the design of development projects provides for the retention of these trees wherever possible. Where tree removal cannot be avoided, the City shall require tree replacement or appropriate remediation. (RDR/MPSP)
94	9/25/2014	Mod	Numerous Commentors ²	O8-3, Policy ER 3.1.3 and General Plan Definitions We suggest expanding the current meaning of the term “heritage trees” to encompass canopy trees and other structurally sound mature trees. “Heritage trees” as defined by the City’s ordinance, includes only a small portion of the trees in the city.	2-191 D-10	The General Plan provides broad direction for the City. Policy ER 3.1.1 directs the City to develop an Urban Forest Management Plan. City staff is currently undertaking an update to the City’s Tree Ordinance to address the issues raised in this comment. The City intends to begin a management plan study once the City’s Tree Ordinance is in place. City staff believes that the management plan is the appropriate document and timeframe to address these issues. City staff anticipates that the management plan will be fully aligned with the updated General Plan. Recommend no change.
95	9/24/2014	Mod	Cindy Messer, Deputy Executive Officer, Delta Stewardship Council	A7-13, Goal Sections ER 4.1 and 4.2 We also recommend that the following mitigation measures, which are drawn from the Delta Plan’s Final Programmatic EIR, to ensure that farmlands are protected to the greatest extent possible. “Design proposed projects to minimize, to the greatest extent feasible, the loss of the highest valued agricultural land.” Redesign project features to minimize fragmenting or isolating farmland. Where a project involves acquiring land or easements, ensure that the remaining non-project area is of a size sufficient to allow viable farming operations. The project proponents shall be responsible	2-192 2-193	Only the southwest portion of the Policy Area is within the “Legal Delta” and is identified within the Delta Plan for urban development. Therefore, the proposed 2035 General Plan would not result in conversion of land identified in the Delta Plan for agricultural uses. Furthermore, the proposed 2035 General Plan includes policies related to agricultural resource protection. Recommend no change.

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
				<p>for acquiring easements, making lot line adjustments, and merging affected land parcels into units suitable for continued commercial agricultural management.</p> <p>Reconnect utilities or infrastructure that serve agricultural uses if these are disturbed by project construction. If a project temporarily or permanently cuts off roadway access or removes utility lines, irrigation features, or other infrastructure, the project proponents shall be responsible for restoring access as necessary to ensure that economically viable farming operations are not interrupted.</p> <p>Manage project operations to minimize the introduction of invasive species or weeds that may affect agricultural projection on adjacent agricultural land.</p> <p>Design proposed projects to minimize, to the greatest extent feasible, conflicts and inconsistencies with land protected by agricultural zoning or a Williamson Act contract and the terms of the applicable zoning/contract.”</p>		
96	09/25/14	Mod	Jane Maculay, President, Woodlake Neighbors Creating Transparency	<p>O11-4, Goal Section ER 4.1 Promote urban agriculture with zoning provisions that support production, distribution, and sale of locally grown foods, particularly in areas that have vacant or underutilized land. Roadside or yard sale stands should respect aesthetics of neighborhoods.</p>	2-192	<p>Policies under Goal Section ER 4.1 provide sufficient direction for urban agriculture and associated activities at the general plan policy level. Recommend no change because details such as regulations for roadside stands will be worked out at ordinance level.</p> <p>Recommend no change.</p>
97	09/25/14	Mod	Jane Maculay, President, Woodlake Neighbors Creating Transparency	<p>O11-4, Goal Section ER 4.1LU 8.2.7 Allow urban farms and market gardens at a scale that is appropriate to Sacramento neighborhoods, particularly in areas that lack access to fresh healthy foods, and have vacant or underutilized land.</p>	2-192	<p>Policies under Goal Section LU 8.2.7 and ER 4.1 provide sufficient direction for urban agriculture and associated activities at the general plan policy level. Recommend no change because details such as determining appropriate scale will be worked out at the ordinance level.</p> <p>Recommend no change.</p>
98	9/24/2014	Edit	Cindy Messer, Deputy Executive	<p>A7-9, Policy EC 2.1.1 Delta Plan Recommendation RR R1, Implement Emergency Preparedness and Response. Several</p>	2-202	<p>Policy EC 2.1.1 provides sufficient detail to address the wide range of agencies and plans with which the City will coordinate its emergency preparedness and</p>

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
			Officer, Delta Stewardship Council	proposed general plan policies would contribute to achieving the Delta Plan’s goal of reducing flood risk in the Delta as mentioned above. With respect to emergency preparedness, proposed General Plan policy EC 2.1.1 Interagency Flood Management calls for the City to work with local, regional, State, and Federal agencies to maintain an adequate information base, prepare risk assessments, and identify strategies to mitigate flooding impacts.” This policy could be strengthened by acknowledging the need to coordinate with federal state, and other local agencies in implementing the recommendations of the Sacramento-San Joaquin Delta Multi-Hazard Coordination Task Force, as outlined in Delta Plan Recommendation RR R1.		response activities. Recommend no change.
99	9/23/2014	Mod	Paul Devereux, General Manager and District Engineer at RD1000	A5-3, Policy EC 2.1.3 As part of the interagency Levee Management Policy we suggest you include: A. A. work with federal, state and local flood control interest to secure necessary easements and rights adjacent to existing levees to provide for their operation and maintenance in accordance with state and federal standards including visibility and access for monitoring and emergency response commensurate with the flood risk in urban areas. B. Support funding for LMAs to provide the highest standard of operations and maintenance consistent with the flood risk in urban areas. C. Support LMAs through mutual aid and other agreement to provide assistance in monitoring and responding to a flood emergency.	2-202	Policy EC 2.1.3 provides sufficient direction for coordinating with other agencies to ensure an adequate levee system. Recommend no change.
100	9/24/2014	Other	Cindy Messer, Deputy Executive Officer, Delta Stewardship Council	A7-3, Goal EC 2.1.4, Policy EC 2.1.11 Council staff supports the draft general plan's key policy changes, including establishing higher standards for flood protection, such as the commitment in EC 2.1.4 to "achieve by 2025 at least 200-year flood protection for all areas of the city." We also commend the City for including EC 2.1.11, which states, "The City shall not	2-202 2-203	Only the very southwest portion of the Policy Area (primarily the Pocket Area and Delta Shores) is within the “Legal Delta” identified in the Delta Plan. The Delta Plan identifies the planned land use of these areas as “Areas Designated for Development.” Therefore, the 2035 General Plan land use designations and boundaries are consistent with the

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
				<p>approve new development or a subdivision or enter into a development agreement for any property within a flood hazard zone unless the adequacy of flood protection specific to the area has been demonstrated."</p> <p>Council staffs guidance on two Delta Plan policies and several Delta Plan recommendations to consider when evaluating the draft general plan's consistency with the Delta Plan is provided below.</p> <ul style="list-style-type: none"> • Delta Plan Policy DP P1, Locate New Urban Development Wisely. The urban boundaries identified in the draft general plan should be consistent with the Delta Plan for the areas in which the Council has jurisdiction. The boundaries, which are described in Delta Plan Policy DP P1, are intended to strengthen existing Delta communities while protecting farmland and open space, providing land for ecosystem restoration needs, and reducing flood risk. In order to be consistent with Delta Plan Policy DP P1, new residential, commercial, or industrial development is permitted outside the urban boundaries only if it is consistent with the land use designated in the relevant county general plan as of the date of the Delta Plan's adoption (May 16, 2013). <p>Based on our discussion and review of the maps, it is our understanding that the 2035 General Plan update does not change the designation of any agricultural land or open space to commercial, residential or industrial land uses within the Delta, compared to the 2030 General Plan adopted in 2009 and amended in 2011. 1 This is an important factor to consider in analyzing the general plan's consistency with Delta Plan Policy DP P1.</p>		<p>Delta Plan. The 2035 General Plan policies are also consistent with the Delta Plan.</p> <p>Recommend no change.</p>
101	9/23/2014	Mod	Paul Devereux, General Manager and District Engineer at RD1000	<p>A5-4, Policy EC 2.1.11, Policy 2.1.12</p> <p>As part of the New Development and New Development Design policy, we suggest you incorporate the following:</p> <ol style="list-style-type: none"> Cooperate and coordinate with LMAs on the design of interior drainage systems and systems and require improvements to the system to mitigate impacts of any new development on 	2-203	<p>Policy EC 2.1.11 and Policy 2.1.12 provide sufficient direction for the design of new development adjacent to levees.</p> <p>Recommend no change.</p>

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
				<p>the system and support funding for the continued operation and maintenance of the system by the benefitting property owners. Require compliance with any standards of the LMA.</p> <p>B. Work with LMAs on the design of urban development to optimize efficient operations and maintenance of perimeter levees, interior levees, drainage canals, and pump stations.</p>		
102	11/5/2014	Delete	City Staff	<p>EC 2.1.17 Delete Policy EC 2.1.17. City staff notes that ownership is not necessary. The City will acquire an easement as part of private development applications.</p>	2-204	<p>Recommend deleting Policy EC 2.1.17</p> <p>EC 2.1.817 Dedication of Levee Footprint. The City shall require new development adjacent to a levee to dedicate the levee footprint in fee to the appropriate public flood control agency. (RDR/IGC)</p>
103	9/23/2014	Mod	Paul Devereux, General Manager and District Engineer at RD1000	<p>A5-5, Policy EC 2.1.20, Policy 2.1.22 As part of the policies on access related to flood control/drainage facilities, we suggest you include:</p> <p>A. Design urban roads, bridges and other infrastructure to minimize impact on the operations and maintenance of the LMAs drainage canals, pump stations and interior perimeter levees and allow for access to these facilities include large equipment and emergency response vehicles.</p>	2-204	<p>Policy EC 2.1.20 and Policy 2.1.22 provide sufficient direction for the design of infrastructure adjacent to levees and drainage facilities.</p> <p>Recommend no change.</p>
104	9/23/2014	Other	Paul Devereux, General Manager and District Engineer at RD1000	<p>A5-6, EC 2.1.27 Does the City encourage flood insurance for all residents or just those in the floodplain and/or protected by levees?</p>	2-205	<p>The City encourages all residences located within the 200-year floodplain (which covers most of the city) to purchase flood insurance. Policy EC 2.1.8 directs the city to maintain the City's eligibility under the National Flood Insurance Program and Policy EC 2.1.9 directs the City to maintain eligibility under FEMA's Community Rating System program.</p> <p>Recommend no change.</p>
105	9/23/2014	Other	Paul Devereux, General Manager and District Engineer at	<p>A5-10, Policies EC 2.1.4 and EC 2.1.5 The Flood Control section describes providing a minimum of 100-year protection; the State Plan of Flood Control requires 200-year as stated earlier in the document.</p>	2-208	<p>The introduction to policy section on flood hazards references 200-year flood protection. Policy EC 2.1.4 directs the City to "achieve by 2025 at least 200-year flood protection for all areas of the city."</p>

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
			RD1000			Recommend no change.
106	9/23/2014	Mod	Paul Devereux, General Manager and District Engineer at RD1000	A5-7, Table 4-11: Program 5 For Program 5 include RD 1000 (for Natomas) in the list of agencies to work with for implementing 200-year flood protection.	2- 212	Recommend revising Table 4-11: Program 5 as follows: The City shall work with SAFCA, and the CVFPB, and <u>the appropriate reclamation districts</u> to develop and adopt by 2016 flood safety facility plans that detail funding strategies and improvements to achieve 200-year flood protection by 2025. (MPSP/IGC)
107	9/23/2014	New	Paul Devereux, General Manager and District Engineer at RD1000	A5-8, Table 4-11: Program 10 For Program 10 include annual reviews of Mutual Aid agreements with LMAs for flood patrol and emergency response	2- 213	Recommend adding the following program to Table 4-11: <u>Table 4-11: Program 11. The City shall annually review mutual aid agreements for flood safety and emergency response with Local Maintaining Agencies (LMA). (MPSP/IGC)</u> <ul style="list-style-type: none"> • <u>Which Policy(ies): EC 2.1.23; EC 2.1.25</u> • <u>Responsible Department(s): Emergency Services</u> • <u>Supporting Department(s): Community Development Department; Department of Public Works;</u> • <u>Department of Utilities, Fire Department; Police Department</u> • <u>Timing: Annual</u>
108	09/25/14	Other	Jane Maculay, President, Woodlake Neighbors Creating Transparency	O11-3, Central City Community Plan Area A major concern is about the way traffic is obstructed when driving through midtown Sacramento. Barriers are placed preventing traffic to flow freely through certain streets, forcing drivers to zigzag from street to street. This may cause drivers to use more gasoline, countering climate control features of the General Plan Update, 2035.	3-23	The half-street closers used in Midtown are in place as traffic calming measures to mitigate through-traffic in predominantly residential neighborhoods. The City has found no evidence that traffic calming measures contribute to global warming, but rather these measures help encourage a safe pedestrian and bicycle environment that encourages alternatives to the driving. Recommend no change.
109	9/24/2014	Other	Judy Mc	I41-2, East Sacramento Community Plan Area On the maps in the General Plan for 2030 and 2035,	3-48	Many residents in East Sacramento use nearby parks located in adjacent community plan areas, such as

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
				McKinley Park is shown as part of Central City parks. Yet when reading the portion of the General Plan for East Sacramento, McKinley Park is listed as one of their parks, not Central City's. Which is it?		McKinley Park, which is formally part of the Central City. The park serves both the Central City and much of East Sacramento. Recommend no change.
110	9/23/2014	Other	Paul Devereux, General Manager and District Engineer at RD1000	A5-9, North Natomas Community Plan Area The NNCPA describes basins to detain urban runoff before releasing it slowly into the Sacramento River. The City's detention basins pump the water into the RD 1000 drainage system which pumps the water into the Sacramento River and Natomas East Main Drain Canal. Also not sure what is being referred to with the "isolated area between the two canals for wildlife and plant habitat".	3-127	The Drainage system paragraph on page 3-127 will be modified to state the following: "This will separate the agricultural and urban runoffs and create areas for wildlife and plant habitat".
111	9/23/2014	Other	Paul Devereux, General Manager and District Engineer at RD1000	A5-10: North Natomas Community Plan Area The Flood Control section describes providing a minimum of 100-year protection; the State Plan of Flood Control requires 200-year as stated earlier in the document. Also, it is unclear if the existing interior system of drainage canals and pump stations operated by RD 1000 also needs to provide 200-year flood protection? The original North Natomas Drainage Plan was designed to provide 100-year flood protection with freeboard.	3-127	The introduction to policy section on flood hazards references 200-year flood protection. Policy EC 2.1.4 directs the City to "achieve by 2025 at least 200-year flood protection for all areas of the city." The North Natomas Community Plan will be updated to reflect 200-year level flood protection.
112	9/23/2014	Other	Paul Devereux, General Manager and District Engineer at RD1000	A5-11, North Natomas Community Plan Area The flood that changed the FEMA maps was in February 1986.	3-128	Staff will update the discussion to reflect the comment.
113		Other	Paul Devereux, General Manager and District Engineer at RD1000	A5-12, North Natomas Community Plan Area First bullet should note multipurpose use for drainage corridors are subject to operation and maintenance needs and standards of RD 1000 for those corridors under our responsibility.	3-152	Staff will update the discussion to reflect the comment.
114	9/23/2014	New	Paul Devereux, General Manager and	A5-13, Policy NN.U 1.3 City should support local funding to insure proper operation and maintenance of the drainage system by	3-152	Comment noted. Recommend no change.

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
			District Engineer at RD1000	benefitting properties. Also RD 1000 and the City entered into a Joint Community Facilities Agreement for drainage improvements in the North Natomas Area. The City shall provide funds necessary to complete the improvements identified in the agreement and any other improvements identified which are necessary to mitigate the impacts of the Natomas CDP on the existing drainage system consistent with the RD 1000 standards or as required by federal and state agencies.		
115	9/23/2014	Mod	Paul Devereux, General Manager and District Engineer at RD1000	<p>A5-14, Policy NN.U.1.4 Policy NN.U.1.4 should state the Natomas CPD plans must also be consistent with RD 1000 standards and drainage plans. Also the policy suggests any future increase in design flows is the responsibility of the agency where they originate. However, in many cases increases in design flows are the result of new and/or better meteorological information, climate change or new hydraulic/hydrologic standards and therefore the responsibility of the existing developed areas.</p>	3-152	<p>Recommend revising Policy NN.U 1.4 as follows:</p> <p>NN.U 1.4 Coordinate with Other Agencies. The City shall ensure that the Natomas CDP will be operated as designed over time, by requiring that the CDP must be consistent with other agencies' drainage and/or flood control plans. Specifically, the plan must be consistent with Sacramento Area Flood Control Agency's (SAFCA's), <u>Reclamation District 1000</u>, and the U.S. Army Corps of Engineer's Flood Control Plans. The plan must accommodate present and future flows as agreed between the responsible agencies. All agencies must agree to the design flow for present and future condition. If future flows require additional facilities, the cost of improvements will be the responsibility of the agency where the flows originate. (MPSP)</p>
116	9/23/2014	Other	Paul Devereux, General Manager and District Engineer at RD1000	<p>A5-15, North Natomas Community Plan No specific flood control policies are identified; however, the City needs to determine if the North Natomas drainage plan is subject to the 200-year flood protection requirement from the State Plan of Flood Control and if the current system as designed meets that standard.</p>	3-153	The introduction to policy section on flood hazards references 200-year flood protection. Policy EC 2.1.4 directs the City to "achieve by 2025 at least 200-year flood protection for all areas of the city."
117	09/25/14	Mod	Jane Maculay, President, Woodlake Neighbors Creating Transparency	<p>O11-2, North Sacramento Community Plan Area A primary concern about traffic mobility pertains to Canterbury Road, in the Woodlake neighborhood, where an average of 3,500 to 4,000 commuting autos exiting Highway 160 pass by the Canterbury/Southgate corner, apparently taking a detour to the Natomas neighborhood,</p>	3-165	The City of Sacramento's Public Works Department has several programs to addresses traffic concerns such as the Neighborhood Traffic Management Plan program. In this program, traffic calming measures are normally implemented depending on the issue(s), resources and community support.

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
				Monday through Friday. The addition of the Arden Garden Connector years back assured Woodlake neighbors that commuter traffic would take Royal Oaks to Arden Way towards Natomas. This has not been the case, and traffic flow through Woodlake needs to be revisited. This issue will have to be undertaken at some time using a more immediate planning timeline.		<p>If there is adequate community support to incorporate traffic calming measures, then the community should work directly with the Public Works Department to come to a solution. We do not recommend adding such a specific program to the General Plan.</p> <p>Recommend no change.</p>
118	10/25/14	Other	Gary Collier, Parker Homes Neighborhood Association	O9-1, North Sacramento Community Plan Area Perhaps the City can now address the problems of streets needing reconstruction in Parker Homes neighborhood.	3-178	<p>The City of Sacramento, Public Works Department has several programs to maintain/ construct roadways. The City's Capital Improvement Program includes a list of transportation projects to address roadway improvement needs. A copy of the list of the CIP project is posted on the City of Sacramento website under this link http://portal.cityofsacramento.org/Public-Works/Resources/Publications</p> <p>Recommend no change.</p>
119	9/24/2014	Mod	Cindy Messer, Deputy Executive Officer, Delta Stewardship Council	A7-5, South Area CP, Freeport Subarea Delta Plan Policy ER P4, Expand Floodplain and Riparian Habitats in Levee Projects. Delta Plan Policy ER P4 states, "Levee projects must evaluate and where feasible incorporate alternatives, including the use of setback levees, to increase floodplains and riparian habitats. Evaluation of setback levees in the Delta shall be required only in the following areas...(1) The Sacramento River between Freeport and Walnut Grove,..." This geographic area overlaps with the historic town of Freeport, including a City-operated golf course, located within the City of Sacramento's sphere of influence. City staff should consider consistency with this policy in the description of the Freeport Subarea of the South Area Community Plan Area in the General Plan.	3-207	<p>No changes to the levee are proposed at this time. Future levee work will take this policy into consideration.</p> <p>Recommend no change.</p>
120	9/23/2014	Edit	Paul Devereux, General Manager and District	A5-16, Policies SN.LU 1.5, 1.6, and 1.7 The policies for development in the "Riverfront District" should note that any construction, plantings, or other encroachments on or adjacent to the levee (including	3-260	<p>Permit requirements and State agency approvals supersede the scope of what is required by the General Plan or the City. The City will ensure that future developments adjacent to levees obtain the necessary</p>

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
			Engineer at RD1000	waterward to the Sacramento River) require a permit from the State Central Valley Flood Protection Board, an endorsement by RD 1000, and are subject to the review and approval of the Army Corps of Engineers who may collectively determine that certain uses are not compatible with their flood control responsibilities. Any such encroachment must not impact the flood protection provided by the levee or impede the operations and maintenance thereof and are subject to the standards of the respective flood control organizations.		permits and approvals prior to development. Recommend no change.
121	10/6/2014	Other	Don Lockhart, Sac LAFCOo	A14-3, Figure SSA-6 Town of Freeport Study Area. May be of benefit to show Delta Shores for development context.	3-275	Comment noted. Staff does not feel that Figure SSA-6 needs to include the Delta Shores project at this time. Recommend no change.
122	10/25/14	Other	Gary Collier, Parker Homes Neighborhood Association	O9-3 North Sacramento Community Plan Area Do they still have our streets listed on the Cities reconstruction list?	3-178	Please see the Transportation Capital Improvement Program 2013-2018 posted on the City of Sacramento website at link http://portal.cityofsacramento.org/Public-Works/Resources/Publications . Recommend no change.
123	10/25/14	Other	Gary Collier, Parker Homes Neighborhood Association	O9-3 North Sacramento Community Plan Area We have NO bus service anywhere near our community. We have many people who have severe disabilities and can't get to meetings at night due to transportation and criminal behavior outside of our neighborhood.	3-178	Regional Transit (RT) provides bus services to neighborhoods within Sacramento. The General Plan Policy M 1.3.3 directs the City to work with RT to address gaps in the public transit network and appropriately locate stations. Recommend no change.
124	10/25/14	Other	Gary Collier, Parker Homes Neighborhood Association	O9-2, NS.ERC.1.1 and 1.2 As far as parks we would like to state our postage stamp park that supposedly replaces the original park should be expanded by another park on the other side of the freeway that now bisects our neighborhood.	3-179	To the extent details are available, park developments under the proposed 2035 General Plan are identified in "Land Use and Urban Form Diagram." All of the land in the City designated Parks and Recreation and Open Space is identified. These land use designations are consistent with the acquisition assumptions which provided basis for the park service level standards. Furthermore, detailed park improvements, such as the one requested in the comment, are addressed in the City's Parks and Recreation Master Plan.

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
						Recommend no change.
125	9/24/2014	Other	Judy Mc	<p>I41-2 General Comment The Plan says Central City has 120.6 acres of park with possible 55 more but does not mention how many acres East Sacramento has, only 1.6 acres per 1000. Why not write like for like to make comparisons easier?</p>		<p>East Sacramento has 57 acres of parks (BR pg 5-31). It should be noted, however, that many residents in East Sacramento use nearby parks located in adjacent community plan areas, such as McKinley Park, which is part of the Central City Community Plan Area and not included in the acreage count for East Sacramento.</p> <p>Recommend no action.</p>
126	9/25/2014	Other	Michael Saeltzer, East Sacramento resident since 1998	<p>I48-8, General Comment I feel that new research and economic models need to be included in any long term cost-benefit analysis because they are more accurate, and provide the public with more meaningful information to measure the impacts of development and growth on our most valuable, and perhaps least protected, assets - namely our environment, air, natural resources, trees, and parklands.</p>		<p>Comment noted.</p> <p>Recommend no change.</p>
127	9/24/2014		Erik Vink, Executive Director of Delta Protection Commission	<p>A8-1, General Comment Thank you for providing the Delta Protection Commission (Commission) the opportunity to review the City of Sacramento 2035 General Plan Update. Proposed projects within the Primary Zone of the Legal Delta must be consistent with the Commission's Land Use and Resource Management Plan (LURMP). The Commission also provides comments on proposed projects in the Secondary Zone that have the potential to affect the resources of the Primary Zone. The General Plan Update applies to areas within the Secondary Zone of the Legal Delta. We reviewed the 203S General Plan Update (dated August 2014) and determined the General Plan Update is consistent with the LURMP. The General Plan Update is consistent with the following policies: LURMP, Natural Resources P-1: Preserve and protect the natural resources of the Delta. Promote protection of remnants of riparian and aquatic habitat. Encourage compatibility between agricultural practices, recreational uses and wildlife habitat. LURMP, Natural Resources P-7: Incorporate, to the maximum extent feasible, suitable and appropriate wildlife protection, restoration and</p>		<p>Comments commend the City's policies in achieving the objectives of the Delta Protection Commission Land Use and Resource Management Plan.</p> <p>Recommend no change.</p>

#	Date	Type	Source	Comment	Page	Staff Comments/ Recommendation
				<p>enhancement on publicly-owned land as part of a Delta-wide plan for habitat management. LURMP, Natural Resources P-9: Protect and restore ecosystems and adaptively manage them to minimize impacts from climate change and other threats and support their ability to adapt in the face of stress. LURMP, Water P-1: State, federal and local agencies shall be strongly encouraged to preserve and protect the water quality of the Delta both for in-stream purposes and for human use and consumption. LURMP, Levees P-1: Local governments shall carefully and prudently carry out their responsibilities to regulate new construction within flood hazard areas to protect public health, safety, and welfare. These responsibilities shall be carried out consistent with applicable regulations concerning the Delta, as well as the statutory language contained in the Delta Protection Act of 1992. Increased flood protection shall not result in residential designations or densities beyond those allowed under zoning and general plan designations in place on January 1, 1992, for lands in the Primary Zone. LURMP, Levees P-2: Support programs for emergency levee repairs and encourage coordination between local, State, and federal governments. The programs may include but are not limited to: interagency agreements and coordination; definition of an emergency; designation of emergency funds; emergency contracting procedures; emergency permitting procedures; and other necessary elements. LURMP, Levees P-3: Support efforts to address levee encroachments that are detrimental to levee maintenance.</p>		

Endnote 1

- A11-3, Dan Gonzales, Chairman, Sacramento County Recreation and Parks Commission on 9/25/2014. The amount of potential park land in any given land use area should not be used as a justification for a decrease in park land requirements. The City of Sacramento has historically been providing creative park solutions in the downtown and midtown area including modifying parking areas for Parklets and other creative solutions that could qualify as park improvements in the future.
- A11-4, Dan Gonzales, Chairman, Sacramento County Recreation and Parks Commission on 9/25/2014. The MEIR does not completely review the impacts of the decrease in in-lieu fees or the decrease of required future parkland which will result in a decrease of funds available to the City of Sacramento for park maintenance, capital improvements, and a lack of parkland in the City. This is significantly more impactful in the downtown area of the city, as the 2035 General Plan Amendment considers dropping the park requirement from 5 acres per 1000 residents to 1.7 acres per 1000 residents. The higher density living in downtown requires adequate community and recreation space for future residents. The city should consider an approach that creatively designs and qualifies parks in these high density areas as opposed to blanket policies that decrease park requirements and in-lieu fees.
- A11-5, Dan Gonzales, Chairman, Sacramento County Recreation and Parks Commission on 9/25/2014. The MEIR does not review the impacts of the decrease in park dedication or in-lieu fees in relation to the impact to County Parks such as the American River Parkway or special recreation and park districts in the unincorporated area of the County. The MEIR should review the impacts of a decrease in available city park land in relation to an increase of use for existing County and special district facilities due to the lack of future facilities provided for City residents.
- A11-7, Dan Gonzales, Chairman, Sacramento County Recreation and Parks Commission on 9/25/2014. A decrease in park land development will decrease community livability, public health and safety. The high density plans for the downtown core of the city will create a significant need for park services in densely populated areas. The decrease in park requirements will significantly decrease the city's Parks and Recreation Department's ability to provide and maintain adequate recreation services for a high concentration of people with seemingly no public recreation space available within ½ mile of the homes. The city should consider alternatives that do not impact the provision of services or facilities for the downtown area and instead consider options for creatively designing public recreation spaces within the high density areas of the city.
- A11-9, Dan Gonzales, Chairman, Sacramento County Recreation and Parks Commission on 9/25/2014. The MEIR does not evaluate the impact of decreasing park dedication requirements for new development in the City of Sacramento, including the impacts to non-city managed or non-city owned recreation facilities such as the American River Parkway and surrounding local park districts. BY selectively counting current services levels in the City of Sacramento, the MEIR concludes that the impacts are less than significant. The Department of Regional Parks requests that the City of Sacramento reconsider this finding based on the impacts of the loss of future parkland and in-lieu fees due to the revised park acreage requirement. The impact of this policy decision will create a greater burden on the County of Sacramento and the surrounding local park districts to provide neighborhood and community park space to the residents of the City of Sacramento.
- A11-10, Dan Gonzales, Chairman, Sacramento County Recreation and Parks Commission on 9/25/2014. Parks and Recreation services provide vital community connections creative a livable and desirable community. Future development in the City of Sacramento has the opportunity to continue Sacramento's legacy as a livable community that is enhanced by a variety of public recreation amenities. Decreasing park requirements in the urban center of the City to 1.7 acres per 1000 and 3.4 acres in the surrounding communities will allow development to grow in the city without providing the necessary parks and community services the future residents deserve.
- O8-7, Numerous Commentors² on 9/25/2014. We believe that the proposed amendment to the City's General Plan to reduce park acreage to 3.5 acres for each 1,000 residents outside of the Central City

and 1.75 acres for each 1,000 residents within the Central City is not in the best interests of the City or its residents. A staff report provided to the Parks and Recreation Commission for its September 4, 2014 meeting demonstrated that reducing park acreage from 5 acres for each 1,000 residents to 3.5 acres for each 1,000 residents would significantly reduce the Quimby in-lieu fees the City receives from new developments. Reducing the General Plan's park acreage will result in significant reductions to the Quimby funding source by as much as 30 to 65 percent (as estimated by City staff).

O8-8, Numerous Commentors² on 9/25/2014. We also believe that reducing park acreage for each 1000 residents may conflict with many of the General Plan's goals and policies and could detract from attracting new City residents, especially in the Central City. For example, Land Use Policy 8.1.3 states that the City shall "proactively seek to acquire land throughout the city to provide for adequate parks and public facilities, particularly in infill areas where available land is scarce." Also, Education, Recreation, and Culture ("ERC") Goal 2.5 states that the City shall secure "adequate and reliable funding for the acquisition, development, rehabilitation, programming, and maintenance of parks, community facilities, recreation facilities, trails, parkways, and open space areas." Based on the Parks and Recreation Commission's report (discussed above), reducing Quimby in-lieu fees appears to hinder ERC Goal 2.5 and Land Use Policy 8.1.3.

O8-10, Numerous Commentors² on 9/25/2014. Reducing the park requirement for new development, as development within the City increases, may increase usage in existing parks, thus reducing the park benefits proportionately to City residents. Additional population pressure will be placed on regional parks with natural area components (as examples Sutter Landing Park and other American River Parkway areas), with a resulting potential for reduction in natural areas within regional parks in order to provide for the active neighborhood park facilities that will be missing because of reduced Quimby in-lieu fees. We believe that these are negative impacts not disclosed nor accounted for in the MEIR. Consistent with the above, we suggest that the City retain a park standard of 5 acres for each 1,000 residents to avoid the impacts of the lower park acreage standard on future recreation and open space for City residents and on the urban forest, including all neighborhood and regional parks.

Michael Saeltzer, East Sacramento resident since 1998 on 9/25/2014: I respectfully oppose the proposed reductions in Park Acreage Levels Of Service and reductions in revenue streams (i.e. Quimby in-lieu of fees) to provide for their upkeep - at least until more specific evidence is provided to constitute the use of the term "infeasible". In general I oppose changes to our park system which will increase the wear and tear on existing parks while reducing revenue streams that are essential to ensure their long term health and vibrancy. I believe the proposed changes indicate that the quality of our parks will be degraded and thus in the long run will degrade the overall value and desirability of living in our City.

Judy Robinson, resident, on September 24, 2014: I strongly oppose the General Plan amendment to reduce the Quimby land dedication and I urge you to do the same. I propose that the existing 5 acres per thousand Quimby requirement be kept in place. In the downtown and infill areas of the city, accept the fees in lieu of the land to deal with the limited land issue infill projects face making project costs balance and profitable.

A15-1, Eric Milstein, Mission Oaks Recreation and Park District, on October 6, 2014. The Mission Oaks Recreation and Park District, a Sacramento County dependent special district, borders the City of Sacramento along portions of our south and west boundaries. Due to this close proximity, some of our parks and programs are utilized by City residents. While it is expected and normal for individuals to travel among various recreation and park agencies to fulfill their recreational needs, the City's proposal to decrease park land dedication will have a significant impact on the Mission Oaks Recreation and Park District. Since Mission Oaks District was formed in 1975, we have searched for opportunities to add acreage to the park system in order to meet a standard of five acres per 1000 population. Because of this deficiency, some of our neighborhood and community parks are already impacted with heavy usage. We believe the City's Master Plan Environment Impact Report has not thoroughly addressed the proposed decrease in its own park land dedication and the future impact the decrease in City park land and park maintenance will pose to neighboring park districts. Mission Oaks is hopeful the City will consider long-term stewardship of its parks and park lands prior to approval of the 2035 General Plan Document, and will be aware of its effect on parks in the greater

Sacramento area, and not just the City of Sacramento.

Diane Ramsdell, September 3, 2014. I urge you to reconsider your proposal to reduce acres per resident and to reduce Quimby fees.

Julia Brootkowski, September 3, 2014. This decrease in service level for our parks is shameful and is not the right move for our community.

Brett Ramsdell, September 3, 2014. I am against lowering the impact fees that developers pay until we've finished building the N. Natomas Regional Park, a community center and an aquatic center in North Natomas. We should be using quimby fees to build better and safer bike trails and to improve and renovate existing parks. I urge you to reject the lowering of the Quimby fees until those projects are complete.

Shawna Paller (unreadable) from NNPC on September 3, 2014. Absolutely keep the park acreage service level at 5 acres per 1,000 population. Make no reduction of fees to developers.

Beth Mahony, Parks and Schools Committee. On September 3, 2014. Please do not lower the amount that developers pay in Quimby fees.

Lisa Kaplan, Natomas School Board, on September 3, 2014. I oppose park reduction change. Don't reduce our park space.

Katherine Taylor, concerned parent and former teacher (south Sacramento), on September 3, 2014. Please don't reduce our park acreage or the fee to support our parks!

Roberta Urbanik, North Natomas Regional Park Board, on September 3, 2014. Foresee serious, irreparable consequences if these proposed compromises (acre-to-pop. calculations, related Quimby fees) are enacted.

Roberta Urbanik and Monica Robinson, September 7, 2014. Resist the proposed alternations of park acreage calculations and related fees currently proposed by the City of Sacramento.

Rosemarie Ruggien on September 3, 2014. Keep Quimby at 5 acres per population.

Monica Robinson on September 3, 2014. Keep Quimby Fees @ 5 acres per population for our parks.

O1-3, Ray Thetheway, Executive Director, Sacramento Tree Foundation on September 4, 2014. The City of Sacramento needs to retain its per capita park acreage requirements. At a time when the findings of numerous studies, including the Nature Conservancy's recent study on the benefits of Sacramento's parks, demonstrate the multiple benefits of urban green space as critical city infrastructure the City needs to adopt innovative park strategies. From parklets to rooftop recreation facilities to tree lined streets, bike lanes, and walkways, City residents need places that are safe, comfortable, and appealing for their physical health as much as mental and emotional well-being. We desire a City where greenspaces and trees are valued for the benefits they provide and are planned for as part of the City's infrastructure. Green spaces and green canopy creates a sense of calm and a sense of place, making city life seem more sane and secure. Infill development is important, but should not occur at the expense or elimination of the City's richest, defining legacy: the greenspaces and tree canopy that defines the essence of our public realm. To suggest that park space requirements should be reduced because City goals have not been met is illogical and counter-intuitive, leading only to more heat-attracting hardscape, harsher and less attractive urban environment. New studies are showing that infill projects already pose air quality risks due to close proximity to streets and the exposure to high traffic particulate matter. Increased green space – "parklettes" and tree canopy buffering infill development from roadway pollution – is more consistent with health, sustainable urban design. Again, the Tree Foundation commends the City for their strong commitment to building a sustainable and livable city and for their long history of appreciation for the role trees play in making many Sacramento neighborhoods park-like: beautiful and inviting for recreation and to re-create oneself.

Judy Mc on September 24, 2014. The decrease in the park acreage/1000 residents has a detrimental effect on live-ability.

Caryne and Don Anglin on September 15, 2014. I strongly oppose the reduction of Quimby Park Acreage

Fees.

Catherine Kungu on September 15, 2015. Please note our objection to the reduction our Quimby Park fee acreage.

Cat Bening on September 15, 2014. Please note our objection to the reduction our Quimby Park fee acreage.

Mark Stadler on September 15, 2014. Please note our objection to the reduction our Quimby Park fee acreage.

Lara Lance, September 16, 2015. A vote to reduce Quimby requirements would be a travesty.

Christina E. Theocharides on September 19, 2014. Do not reduce our Quimby Park fee acreage.

Paul Noreen on September 19, 2014. Public Comment - Do not reduce our Quimby Park fee acreage.

Dan Melanie Young on September 19, 2014. Public Comment - Do not reduce our Quimby Park fee acreage.

CJ Jones, Proud Natomas resident, on September 19, 2014. Public Comment - Do not reduce our Quimby Park fee acreage.

Lara Vincent Callesen on September 19, 2014. Public Comment - Do not reduce our Quimby Park fee acreage.

Crystal Freeman, Natomas Park Resident, on September 19, 2014. Do not reduce our Quimby Park fee acreage.

Todd J Williams, Cons Ln. Underwriter at Wells Fargo Home Mortgage on September 19, 2014. Do not reduce our Quimby Park fee acreage.

Tina Cota, concerned Natomas resident, on September 19, 2014. I disagree on reducing the Quimby Park fee acreage. If you want our future cotes, you will also disagree.

Carri Cardenas, GG_12, DAF, SIGINT Program Manager, 548 OSS. Do not reduce our Quimby Park fee acreage.

Rajan Sharma on September 19, 2014. I live in Natomas Park and would like to make the Public comment to not reduce the Quimby Park fee acreage.

Lisa Haynes, Natomas Park resident, on September 19, 2014. As a resident of the Natomas community, I am emailing to ask you not to reduce our Quimby Park fee acreage. The parks are very well used in our neighborhood and it would be a huge disservice to our community to lose any existing or planned acreage.

Mayur Tilak on September 19, 2014. Do not reduce our Quimby Park fee acreage.

Kym Hoffman on September 19, 2014. Do not reduce our Quimby Park fee acreage.

Alan Haynes, north Natomas resident, on September 19, 2014. Our parks are well-used and are a valuable resource for our community. I do not support any efforts that will reduce the resources we need to maintain and build our parks. If these fees are reduced, I can imagine having to make up the difference to properly support our parks through passing a local bond. Besides, developers won't need this additional incentive to build in Natomas once building resumes.

Susie Pierce, Realtor at Lyon Real Estate, on September 20, 2014. Please do not reduce the acreage of Quimby Park.

Deborah Collete-Rugne, North Natomas Resident and Voter on September 20, 2014. Do not reduce our Quimby Park fee acreage.

Peter Schofield on September 20, 2014. Do not reduce our Quimby Park fee acreage.

Ron Night Jr. on September 20, 2014. Please save are parks do not LOWER the Quimby fee. I am a VOTER and so are my NEIGHBORS!!!

Michael Campa on September 21, 2014. I am a resident and a family man that lives in North Natomas. Right now I am a concerned citizen as I understand you are planning to move forward with reducing the developer fees in Natomas as well in the central city area. I have only lived in Sacramento for a few years, having moved from Southern California and my wife and I decided to settle in Natomas for several reasons. The abundance of beautiful parks being one of them. I know Sacramento is trying to find ways to entice business to develop in our region but I do not think they need to much of a push. Reducing the fee requirements is going to take away from what makes Natomas and Sacramento Special. I am a firm believe in change but at the same time why ruin a good thing. Please, I ask you to reconsider and keep the Quimby Park fees at their current rate.

Jacqueline Arregondo Favrin on September 21, 2014. I'm in favor of not reducing the acres destined for our parks. We are already full of low density building in this area and parks should remain the same.

Antonio Barrales on September 22, 2014. I am a resident at Natomas Parks, please don not reduce the Quimby Park fee acreage.

O6-24, Why is it necessary to align the Service Level Goal with the existing park service level? ON is a goal, 5 acres per thousand residents, and the other is the existing park service level, 3.4 acres per thousand residents throughout the City. A goal is that which you strive for because it represents the highest good. What is the new Service Level Goal? We believe that by reducing the Level of Service Goal from 5 acres/1,000 persons to the proposed 1.75 acres in the Central City and the 3.5 acres outside the Central City, the City is increasing impacts to the American River Parkway significantly.

O6-5, Stephen Green, President, Save the American River Association on September 24, 2014. The Draft MEIR does not study the demands on city and non-city regional parks from current and future residents, workforce and visitors because of lack of adequate and nearby services in neighborhood and community parks. Therefore, no determination can be made regarding the impacts and what, if any, mitigations need to be adopted from the current level of service (3.4 acres of neighborhood and community parks per 1,000 persons City-wide) or the proposed 1.75 acres of neighborhood and community parks per 1,000 persons in the Central City, and 3.5 acres of neighborhood and community parks per 1,000 persons outside the Central City.

O6-25, Stephen Green, President, Save the American River Association on September 24, 2014. The reduction in required park acreage per thousand persons appears to be driven by costs. Costs of building, operating and maintaining parks to the General Fund and costs to developers. Nowhere is there a discussion about how Sacramento residents use their parks, open space, and recreation facilities, and what is needed in the way of park acreage to meet those priorities.

O4-1-8, Michael Saeltzer, President, East Sacramento Preservation Neighborhood Association on September 24, 2014. We respectfully oppose the proposed reductions in Park Acreage Levels of Services and reduction in revenue streams (i.e. Quimby in lieu of fees) to proved for their upkeep – at least until more specific evidence is provided to constitute the use of the term “infeasible”. In general we opposed changes to our park system which will increase the wear and tear on existing parks while reducing revenue streams that are essential to ensure their long term health and vibrancy. We believe the proposed changes indicate that the quality of our parks will be degraded, and thus in the long run will degrade the overall value and desirability of living in our City.

Karen Jacques, Central City Activist, Founder: Midtown Neighborhood Association. September 25, 2014. I am also alarmed by the plan to reduce required park space in the Central City (and throughout the City). The loss of park space seems to be a giveaway to developers, who will be allowed to pay lower park fees, at the expense of current and future residents. If the City wants to be successful in its goal of getting more people to move to the Central City and other close-in neighborhoods, it must provide more, not less, park space to accommodate them. Five acres per 1,000 residents is reasonable and should be the goal in all Community Plan Areas including the Central City.

Fatima Malik, resident of North Sacramento, District 2, on September 25, 2014. Do not support a reduction in the parks acreage service level. According to the National Recreation and Parks Association, the national guideline on sufficient distribution of parkland ranges from 6 to 19 acres per 1,000 residents. The city should address the issue of maintenance for existing parks by identifying

innovate solutions not be reducing the standards by which it operates. The City is encouraged to make the service level and maintenance of existing parks a high priority when allocating future budgets.

Laurie Litman, resident, Caroline Goddard, president of East Sacramento Partnerships for a Livable City, Michael Saeltzer, East Sacramento Preservation Neighborhood Association, Rick Guerro, Pres. ECOS, Dale Steele, Friends of the River Banks. Jude Lamare, President, Friends of the Swainson's Hawk, Sean Ward, Friends of Sutter Landing, Sean Wirth, Co-chair, Habitat 2020, Julia Murphy, Marshall School/New Era Park Neighborhood Association, Matthew Piner, Midtown Neighborhood Association, John Hagar, Newton Booth Neighborhood Association. Betsy Wieland, Save the American River Association, Sierra Club Sacramento, Luree Stenson, Upper Land Park Neighbors, Teri Duarte MPH, Walk Sacramento. Jane MacCauley, Woodlake Neighbors Creating Transparency, Karen Jacques, Martin Palomar, Will Green, James P. Pacht, and Melinda Dorin Bradbury on September 25, 2014. Based on the Parks and Recreation Commissions Report, reducing Quimby In-lieu fees appears to hinder ERC Goal 2.5 and Land Use Policy 8.1.3. Reducing the expected parkland in the City may reduce the tree canopy at buildout. Reducing the park requirement for new development, as development within the City increases, may increase useage in existing parks, thus reducing the park benefits proportionally to city residents. Additional population pressure will be placed on regional parks with natural area components (as examples, Sutter Landing Park and other American River Parkway Areas) with a resulting potential for reduction in natural areas within regional parks in order to provide for the active neighborhood park facilities that will be missing because of reduced Quimby in-lieu fees. Consistent with the above, we suggest that the City retain a park standard of 5 acres for each 1,000 residents to avoid the impacts of the lower park acreage on future recreation and open space for City residents and on the urban forest, including all neighborhood and regional parks.

Jeff Harris, Chair, Parks and Recreation Commission, on September . On September 4th the Parks and Recreation Commission received a presentation from staff recommending a General Plan update that would reflect a Parks acreage service level goal reduction from the current 5 acres/1,000 population to 3.5 acres citywide, and 1.75 acres in the Central City. After hearing from staff and hearing public comment, the Commission voted unanimously to inform the City Council of our vehement opposition to any reduction in service level goals. A reduction in the service level goal is a double blow to ow parks. We would have fewer park acres dedicated, and the corresponding loss of Quimby in-lieu fees collected would be very detrimental to our ability to construct and rehabilitate our parks. Councilmembers would have decidedly less money with which to support park projects in their districts. While the Parks and Recreation Commission supports infill development, we feel that the City has a responsibility to protect and promote the public's health and well-being. The benefits provided by parks to Sacramento residents are priceless. There is abundant data available demonstrating the correlation between park acreage and public health. Simply stated, cities with advanced and well maintained park systems have healthier citizens, higher property values, and more robust business communities. This policy change would be bad for both the urban core and suburban areas that are not yet fully built out. If the dedication requirement is lowered as recommended, then newer areas such as North Natomas that are cunently being served at a level higher (7.9 acres/1,000), with an anticipated service level of 5 acres/1,000 when frilly built out, will actually end up with a lower service level as the remaining development projects go in under the new lower requirement and drag down the overall average to current city-wide averages (3.4 acres/1,000) or below. While our current goal may seem high, and perhaps unattainable in the Central City, it is nonetheless an excellent goal to aspire towards. We urge the City Council to direct staff to be more innovative in finding funding for park maintenance and to thoroughly analyze the relationship of PIF and Quimby fees to assure that the Parks budget is not diminished any further than it has been in recent years.

Endnote 2

Laurie Litman, resident
Caroline Goddard, president of East Sacramento Partnerships for a Livable City
Michael Saeltzer, East Sacramento Preservation Neighborhood Association,
Rick Guerro, Pres. ECOS
Dale Steele, Friends of the River Banks

Jude Lamare, President, Friends of the Swainson's Hawk
Sean Ward, Friends of Sutter Landing
Sean Wirth, Co-chair, Habitat 2020
Julia Murphy, Marshall School/New Era Park Neighborhood Association
Matthew Piner, Midtown Neighborhood Association
John Hagar, Newton Booth Neighborhood Association
Betsy Wieland, Save the American River Association, Sierra Club Sacramento
Luree Stenson, Upper Land Park Neighbors
Teri Duarte MPH, Walk Sacramento
Jane MacCauley, Woodlake Neighbors Creating Transparency
Karen Jacques
Martin Palomar
Will Green
James P. Pacht
Melinda Dorin Bradbury

Endnote 3

M Saeltzer, President East Sacramento Preservation Neighborhood Association
Caroline Goddard, President, East Sacramento Partnerships for a livable City
Richard Lyund, President, Neighbors for a Better Sacramento
Jane Macaulay, President, Woodlake Neighbors Creating Transparency
Susan M. Ballew, Resident
Will Green, Resident
Duane Adamo, Resident
Melinda S. Johnson, Resident
John S., Resident
Linda John, Resident
Karen Hutchinson, resident
2 unreadable signatures

Revisions to the Draft 2035 General Plan (August 2014 through December 2014).

Attachment 3 – Revisions to the Draft 2035 General Plan (August 2014 through December 2014).

Following publication of the Draft 2035 General Plan (August 2014), the City received several public comments to revise the proposed language of the Draft Plan. City staff concurs with the revisions to the following policies and programs, and accordingly has incorporated these changes into the Public Hearing Draft 2035 General Plan (December 2014). Changes identified below are shown in double underline for additions and ~~strike through~~ for deletions. These changes have been incorporated into the Public Hearing Draft 2035 General Plan.

Recommended Policy/Program Revisions

Policy LU 2.2.3 Improving River Development and Access. The City shall require new development along the Sacramento and American Rivers to use the natural river environment as a key feature to guide the scale, design, and intensity of development, and to maximize visual and physical access to the rivers, subject to the public safety requirements of the Local Maintaining Agencies (LMA) and the Central Valley Flood Protection Board (CVFPB). (RDR/MPSP)

Policy LU 2.3.2 Adjacent Development. The City shall require that development adjacent to parks and open spaces complements and benefits from this proximity by:

- Preserving physical and visual access
- Requiring development to front, rather than back, onto these areas
- Using single-loaded streets along the edge to define and accommodate public access
- Providing pedestrian and multi-use trails
- Augmenting non-accessible habitat areas with adjoining functional parkland
- Extending streets perpendicular to parks and open space and not closing off visual and/or physical access with development
- Addressing the operations, maintenance, and public safety needs of the Local Maintaining Agencies (LMA). (RDR)

Table 4-3: Program 14. The City shall conduct a study to identify the feasibility of using programs such as Mills Act contracts, enhanced minimum maintenance standards, and other proactive measures to encourage maintenance and discourage demolition-by-neglect of listed historic properties. (PSR)

- Implements Which Policy(ies): HCR 2.1.7
- Responsible Department(s): Community Development Department
- Supporting Department(s): Department of General Services
- Timing: 2014-2019

Policy LU 9.1.6 American River Parkway Plan. The City recognizes the American River Parkway Plan as an important ~~state approved~~ State land use and policy document prepared through the Urban American River Parkways Preservation Act (Public

Resources Code 5840, et al). (RDR/MPSP)

Policy LU 10.1.2 Comprehensive Planning for Special Study Areas. The City shall require that Special Study Areas be planned comprehensively prior to annexation and development, and subject to the following processes:

- Amendment of the General Plan, including completion of a new Community Plan chapter where applicable.
- Approval of a Sphere of Influence amendment by the LAFCo prior to annexation request where applicable. (Sacramento LAFCo local policies discourage concurrent Sphere of Influence Amendment and Annexation).

Completion and adoption of Master Plans, Specific Plans, pre-zoning, and Development Agreements, as appropriate, in order to establish the timing, phasing, costs, and responsible parties associated with development in the area to be annexed. (MPSP/RDR)

Table 4-6: Program 19.The City shall develop and adopt bike facility preferences for appropriate street functional classifications and typologies as part of the next update to the Bicycle Master Plan. (MPSP)

- Implements Which Policy(ies): M 5.1.1
- Responsible Department(s): Public Works Department
- Supporting Department(s): Community Development Department
- Timing: 2014-2019

Policy ERC 2.2.4: Park Acreage Service Level. The City shall develop and maintain 1.75 ~~5~~ acres of neighborhood and community parks and recreational facilities per 1,000 population—~~in the Central City, and 3.5 acres of neighborhood and community parks and recreational facilities per 1,000 population in the remainder of the city.~~

Policy ERC 2.2.5: Meeting Service Level Goal. The City shall require new residential development to either dedicate land for new parks, pay a fair share of the costs for new parks and recreation facilities, and/or pay a fair share for rehabilitation or renovation of existing parks and recreation facilities. For new development in urban areas where land dedication is not reasonably feasible (e.g., the Central City), the City shall require new development to either construct improvements or pay fees for existing park and recreation facility enhancements to address increased use. Additionally, the City shall pursue creative park development opportunities, such as joint use, regional park partnerships, private open space and acquisition of parkland with grant funding.

Policy ER 3.1.3 Trees of Significance. The City shall require the retention of City trees and Heritage Trees by promoting stewardship of such trees and ensuring that the design of development projects provides for the retention of these trees wherever possible. Where tree removal cannot be avoided, the City shall require tree replacement or appropriate remediation. (RDR/MPSP)

Table 4-8: Program: 2. The City shall review and update the Park Development Impact Fee Program and Quimby Ordinance to reflect the parks and recreation

~~standards of the General Plan and anticipated need for existing facility rehabilitation and renovation, higher parkland acquisition and construction costs, and development of active sport areas. (FB)~~

Table 4-8: Program 3: The City shall, at least every five years review and update, as necessary, the Park Development Impact Fee Program and Quimby Program Ordinance to address existing facility rehabilitation and renovation and anticipated parkland land acquisition and construction needs/costs. The City may also (or alternatively) select to appropriate other funds to address facilities rehabilitation and renovation on a case-by-case basis. (FB)

Policy EC 2.1.817 Dedication of Levee Footprint. ~~The City shall require new development adjacent to a levee to dedicate the levee footprint in fee to the appropriate public flood control agency. (RDR/IGC)~~

Table 4-11: Program 5. The City shall work with SAFCA₁ and the CVFPB, and the appropriate reclamation districts to develop and adopt by 2016 flood safety facility plans that detail funding strategies and improvements to achieve 200-year flood protection by 2025. (MPSP/IGC)

Table 4-11: Program 11. The City shall annually review mutual aid agreements for flood safety and emergency response with Local Maintaining Agencies (LMA). (MPSP/IGC)

- Implements Which Policy(ies): EC 2.1.23; EC 2.1.25
- Responsible Department(s): Emergency Services
- Supporting Department(s): Community Development Department; Department of Public Works; Department of Utilities, Fire Department; Police Department
- Timing: Annual

Policy NN.U 1.4 Coordinate with Other Agencies. The City shall ensure that the Natomas CDP will be operated as designed over time, by requiring that the CDP must be consistent with other agencies' drainage and/or flood control plans. Specifically, the plan must be consistent with Sacramento Area Flood Control Agency's (SAFCA's)₁ Reclamation District 1000, and the U.S. Army Corps of Engineer's Flood Control Plans. The plan must accommodate present and future flows as agreed between the responsible agencies. All agencies must agree to the design flow for present and future condition. If future flows require additional facilities, the cost of improvements will be the responsibility of the agency where the flows originate. (MP)

Climate Action Plan and 2035 General Plan Correlation Table

The Climate Action Plan strategies, measures, and actions that reduce greenhouse gas emissions have been incorporated into appropriate elements of the proposed 2035 General Plan. The table below shows the correlation between the CAP Actions and the correlating 2035 General Plan policies and implementation programs.

Primary (Quantified) CAP Actions	Correlating 2035 GP Policies for Primary CAP Action	Correlating 2035 GP Implementation Programs
Strategy 1: Sustainable Land Use		
Measure 1.1: Promote Sustainable Growth Patterns and Infill Development		
Action 1.1.1: Require new development within the City to demonstrate that it would reduce vehicle miles traveled (VMT)/capita by 35 percent compared to the statewide average VMT/capita based on project density, diversity, design, destination accessibility, and distance to transit.	LU 1.1.1 Regional Leadership. The City shall be the regional leader in sustainable development and encourage compact, higher-density development that conserves land resources, protects habitat, supports transit, reduces vehicle trips, improves air quality, conserves energy and water, and diversifies Sacramento’s housing stock. (RDR)	NA
	LU 5.1.2 Centers Served by Transit. The City shall promote the development of commercial mixed-use centers that are located on existing or planned transit stops in order to facilitate and take advantage of transit service, reduce vehicle trips, and enhance community access. (RDR)	NA

Primary (Quantified) CAP Actions	Correlating 2035 GP Policies for Primary CAP Action	Correlating 2035 GP Implementation Programs
	<p>LU 5.4.1 Incorporating Housing and Employment Uses . The City shall promote the introduction of housing and employment uses in the city’s existing regional commercial centers as a means of enhancing retail viability, establishing pedestrian-oriented shopping districts, creating more attractive buildings and public spaces, supporting transit viability, and reducing vehicle trips. (RDR)</p>	NA
	<p>LU 1.2.3 Project Streamlining for Sustainability . The City shall review SACOG’s Metropolitan Transportation Plan, including the Sustainable Communities Strategy or Alternative Planning Strategy, for projects that may benefit from CEQA streamlining (e.g., full exemption, Sustainable Communities Environmental Assessment, or traffic mitigation) as provided by State law. (RDR)</p>	NA

Primary (Quantified) CAP Actions	Correlating 2035 GP Policies for Primary CAP Action	Correlating 2035 GP Implementation Programs
	<p>M 1.2.1 Multimodal Choices. The City shall develop an integrated, multimodal transportation system that improves the attractiveness of walking, bicycling, and riding transit over time to increase travel choices and aid in achieving a more balanced transportation system and reducing air pollution and greenhouse gas emissions. (MPSP/SO)</p>	<p>Table 4-6: Program 1 p. Consistent with the policies for the Roadway Network and Street Typologies section of this element, the City shall prepare and adopt design standards and guidelines that include all modes and vary the standards to prioritize selected modes for each street/facility segment based on the function of each segment within the larger transportation network, its existing form, and the land use and urban design context. (RDR)</p> <p>Implements Which Policy(ies): M 1.2.1; M 1.2.2; M 1.2.3; M 2.1.8; M 4.2.1; M 4.2.3; M 4.2.4; M 5.1.2; M 5.1.6; M 5.1.10 -Responsible Department(s): Public Works Department - Supporting Department(s): Community Development Department -Timing: 2014-2019</p>

Primary (Quantified) CAP Actions	Correlating 2035 GP Policies for Primary CAP Action	Correlating 2035 GP Implementation Programs
	<p>M 1.2.4 Multimodal Access. The City shall facilitate the provision of multimodal access to activity centers such as commercial centers and corridors, employment centers, transit stops/stations, airports, schools, parks, recreation areas, medical centers, and tourist attractions. (MPSP/SO)</p>	<p>Table 4-6: Program 1 p. Consistent with the policies for the Roadway Network and Street Typologies section of this element, the City shall prepare and adopt design standards and guidelines that include all modes and vary the standards to prioritize selected modes for each street/facility segment based on the function of each segment within the larger transportation network, its existing form, and the land use and urban design context. (RDR) Implements Which Policy(ies): M 1.2.1; M 1.2.2; M 1.2.4; M 2.1.8; M 4.2.1; M 4.2.3; M 4.2.4; M 5.1.2; M 5.1.6; M 5.1.10- Responsible Department(s): Public Works Department-Supporting Department(s): Community Development Department-Timing: 2014-2019</p>
	<p>ER 6.1.7 Greenhouse Gas Reduction in New Development. The City shall reduce greenhouse gas emissions from new development by discouraging auto-dependent sprawl and dependence on the private automobile; promoting water conservation and recycling; promoting development that is compact, mixed use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; improving the jobs/housing ratio in each community; and other methods of reducing emissions. (RDR)</p>	<p>NA</p>

Primary (Quantified) CAP Actions	Correlating 2035 GP Policies for Primary CAP Action	Correlating 2035 GP Implementation Programs
Strategy 2: Mobility and Connectivity		
Measure 2.1 Multi-Modal Travel Options		
<p>Action 2.1.1: Continue to increase the use of traffic calming measures within the City to reduce motor vehicle speeds and encourage pedestrian and bicycle trips. Traffic calming features may include: marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers, and others.</p>	<p>M 4.3.1 Neighborhood Traffic Management. The City shall continue wherever possible to design streets and approve development applications that reduce high traffic flows and maintain parking availability within residential neighborhoods. (RDR/MPSP) (CAP Action 2.1.1)</p>	
	<p>M 4.3.2 Traffic Calming Measures . Consistent with the Roadway Network and Street Typology policies in this General Plan and Goal M 4.3, the City shall use traffic calming measures to reduce vehicle speeds and volumes while also encouraging walking and bicycling. (CAP Action 2.1.1)</p>	<p>NA</p>

Primary (Quantified) CAP Actions	Correlating 2035 GP Policies for Primary CAP Action	Correlating 2035 GP Implementation Programs
	<p>M 2.1.2 Sidewalk Design p. The City shall require that sidewalks wherever possible be developed at sufficient width to accommodate all users including persons with disabilities and complement the form and function of both the current and planned land use context of each street segment (i.e. necessary buffers, amenities, outdoor seating space). (MPSP) (CAP Action 2.1.1)</p>	<p>Table 4-6: Program: 6 p. The City shall review and update its Pedestrian Master Plan every 5-10 years. (MPSP)Implements Which Policy(ies): M 2.1.1;M 2.1.2; M 2.1.3; M 2.1.8; M 2.1.12; M 4.2.2- Responsible Department(s): Public Works Department- Supporting Department(s): N/A- Timing: 2020-2035</p>
	<p>M 2.1.3 Streetscape Design p. The City shall require that pedestrian-oriented streets be designed to provide a pleasant environment for walking and other desirable uses of public space, including such elements as shade trees; plantings; well-designed benches, trash receptacles, news racks, and other furniture; pedestrian-scaled lighting fixtures; wayfinding signage; integrated transit shelters; public art; and other amenities. (MPSP) (CAP Action 2.1.1)</p>	<p>Table 4-6: Program: 6 p. The City shall review and update its Pedestrian Master Plan every 5-10 years. (MPSP) - Implements Which Policy(ies): M 2.1.1;M 2.1.2; M 2.1.3; M 2.1.8; M 2.1.12; M 4.2.2 - Responsible Department(s): Public Works Department - Supporting Department(s): N/A - Timing: 2020-2035</p>

Primary (Quantified) CAP Actions	Correlating 2035 GP Policies for Primary CAP Action	Correlating 2035 GP Implementation Programs
	<p>M 2.1.4 Cohesive and Continuous Network p. The City shall develop a pedestrian network of public sidewalks, street crossings, and other pedestrian paths that makes walking a convenient and safe way to travel citywide. The network should include a dense pattern of routes in pedestrian-oriented areas such as the Central City and include wayfinding where appropriate. (MPSP) (CAP Action 2.1.1)</p>	<p>Table 4-6: Program: 8. The City shall submit a bi-annual report to the City Council that evaluates implementation of the Pedestrian Master Plan. (PSR)</p> <ul style="list-style-type: none"> - Implements Which Policy(ies): M 2.1.1; M 2.1.4; M 2.1.10; M 4.2.2 - Responsible Department(s): Public Works Department - Supporting Department(s): N/A - Timing: Ongoing
<p>Action 2.2.1: Implement Pedestrian Master Plan facilities to achieve an annual expansion of 1 percent of the existing (2011) system.</p>	<p>M 2.1.1 Pedestrian Master Plan. The City shall maintain and implement a Pedestrian Master Plan that carries out the goals and policies of the General Plan. All new development shall be consistent with the applicable provisions of the Pedestrian Master Plan. (MPSP)</p>	<p>Table 4-6: Program: 7 p. The City shall implement facility improvements defined in the Pedestrian Master Plan to achieve an annual expansion of one percent of the existing pedestrian network (including sidewalks and off-street paths). (CAP Action 2.2.1)</p> <ul style="list-style-type: none"> - Implements Which Policy(ies): 2.1.1; M 2.1.2; M 2.1.3; M 2.1.8; M 2.1.12; M 4.2.2 - Responsible Department(s): Public Works Department - Supporting Department(s): N/A - Timing: Ongoing <p>Table 4-6: Program: 8. The City shall submit a bi-annual report to the City Council that evaluates implementation of the Pedestrian Master Plan. (PSR)</p> <ul style="list-style-type: none"> - Implements Which Policy(ies): M 2.1.1; M 2.1.4; M 2.1.10; M 4.2.2

Primary (Quantified) CAP Actions	Correlating 2035 GP Policies for Primary CAP Action	Correlating 2035 GP Implementation Programs
		<ul style="list-style-type: none"> - Responsible Department(s): Public Works Department - Supporting Department(s): N/A - Timing: Ongoing
Strategy 2: Mobility and Connectivity		
Measure 2.3 Increased Bicycle Mode Share		
<p>Action 2.3.1: Implement Bikeway Master Plan facilities to achieve an annual expansion of 5 percent of the existing system.</p>	<p>M 5.1.1 Bicycle Master Plan p. The City shall maintain and implement a Bicycle Master Plan that carries out the goals and policies of the General Plan All new development shall be consistent with the applicable provisions of the Bicycle Master Plan, (MPSP) (CAP Action 2.3.1)</p>	<p>Table 4-6: Program 11. The City shall implement the Bikeway Master Plan by (1) increasing, or causing to be increased the amount of secure bicycle parking within the City by 50 locations annually, and (2) expanding the existing bikeway system by 5 percent annually.</p> <ul style="list-style-type: none"> - Implements Which Policy(ies): M 2.1.12; M 5.1.1; M 5.1.2; M 5.1.5 - Responsible Department(s): Public Works Department - Supporting Department(s): N/A

Primary (Quantified) CAP Actions	Correlating 2035 GP Policies for Primary CAP Action	Correlating 2035 GP Implementation Programs
		- Timing: Ongoing
Measure 2.3 Increased Transit Mode Share		
<p>Action 2.4.1: Work with transit operators and community partners to increase public transit service (i.e. frequency, number of lines and stops, dedicated transit lanes) above and beyond what is already planned in the Metropolitan Transportation Plan by 5 percent in 2020 and 10 percent in 2030.</p>	<p>M 3.1.2 Increase Transit Service p. The City shall work with transit operators and community partners to increase public transit service (i.e. frequency, number of lines and stops, dedicated transit lanes) above and beyond what is already planned in the MTP/SCS, as funding is available. (CAP Action 2.4.1)</p>	<p>Table 4-6: Program: 14 p. The City shall work with Sacramento RT and community partners to increase public transit service above and beyond what is already planned in the 2035 Metropolitan Transportation Plan by 5 percent in 2020 and 10 percent in 2030. (CAP Action 2.4.1)</p> <ul style="list-style-type: none"> - Implements Which Policy(ies): M-3.1.2; M 3.1.3 - Responsible Department(s): Public Works Department - Supporting Department(s): Community Development Department - Timing: Ongoing
Measure 2.5 Low Emission Vehicles/Efficient Goods Movement		

Primary (Quantified) CAP Actions	Correlating 2035 GP Policies for Primary CAP Action	Correlating 2035 GP Implementation Programs
Action 2.5.1: Transport waste generated by residents and businesses to landfill facilities within the region rather than out of state, which will result in a reduction of over 1.2 million vehicle miles traveled per year.	U 5.1.2 Landfill Capacity. The City shall continue to coordinate with Sacramento County in providing long-term landfill disposal capacity within the Sacramento Region to reduce greenhouse gas emissions. (IGC)	NA
Measure 2.6: Connected Transportation System		
Action 2.6.1: Improve traffic flow and associated fuel economy of vehicles traveling on city streets by synchronizing the remaining estimated 50 percent of the city's eligible traffic signals by 2035.	M 4.4.4 Traffic Signal Management p. To improve traffic flow and associated fuel economy of vehicles traveling on city streets, the City shall synchronize the remaining estimated 50 percent of the city's eligible traffic signals by 2035, while ensuring that signal timing considers safe and efficient travel for all modes. (CAP Action 2.6.1)	NA
Measure 2.7: Transportation Demand Management		
Action 2.7.1: City employee furloughs have resulted in an estimated reduction of 493,072 vehicle miles traveled in the past three years. Continuing this reduction in commuting miles through 2020 by ongoing furloughs, or telecommuting or alternate schedules, would result in an estimated GHG reduction of 223 metric tons/year.	None.	None.
Strategy 3: Energy Efficiency and Renewable Energy		
Measure 3.1: Energy Demand Management and Conservation		

Primary (Quantified) CAP Actions	Correlating 2035 GP Policies for Primary CAP Action	Correlating 2035 GP Implementation Programs
<p>Action 3.1.1: Work with City partners (e.g., Sacramento County) and energy providers (e.g., SMUD, PG&E) to launch a comprehensive social marketing campaign that leverages available tools from the social sciences to influence behaviors that reduce energy demand and promote conservation. The campaign could include the following elements:</p> <ul style="list-style-type: none"> • Continuous messaging and frequent prompts from a trusted messenger through media campaigns and branding of communications. • Encouraging residents to set goals for reductions. Provide tools (e.g., online calculators) to track their progress toward meeting the goals. • Providing normative comparisons showing carbon footprints or energy and water use of households compared to the average in the community. • Providing public education on the need for energy efficiency, emissions reduction programs, utility incentives and cost savings associated with energy-efficient buildings. • Launching an “energy efficiency challenge” campaign for city residents that challenges communities and 	<p>U 6.1.14 Energy Efficiency Partnerships p. The City shall continue to build partnerships (e.g., Sacramento County Business Environmental Resource Center (BERC) and SMUD) to promote energy efficiency and conservation for the business community and residents. (IGC/JP) [Source: 2012 CAP]</p>	<p>Table 4-7: Program 32. The City shall work with City partners (e.g., Sacramento County) and energy providers (e.g., SMUD and PG&E) to develop and maintain a "shovel ready" program for renewable energy development. Considerations should include:</p> <ul style="list-style-type: none"> • Collaborating with SMUD in identifying possible sites for production of renewable energy using local renewable resources such as solar, wind, small hydro, and biomass. • Evaluating potential land use, environmental, economic, and other constraints affecting the development of renewable resources within city limits. • Establishing a protocol for reviewing a proposed alternative energy project against existing City policies and ordinances. The protocol should identify optimal locations and best means to avoid noise, aesthetic, and other potential land use compatibility conflicts. p (MPSP) <p>- Implements Which Policy(ies): U 6.1.15; U 6.1.6</p> <p>- Responsible Department(s): Community Development Department</p> <p>- Supporting Department(s): N/A</p> <p>- Timing: 2020-2035</p>

Primary (Quantified) CAP Actions	Correlating 2035 GP Policies for Primary CAP Action	Correlating 2035 GP Implementation Programs
<p>neighborhoods to achieve the highest energy efficiency in return for pooled resources that could be applied to improvements or amenities.</p> <ul style="list-style-type: none"> • Launching energy efficiency campaigns targeted at businesses that provide business and property-owner education. 	<p>U 6.1.10 Utility Programs. The City shall support SMUD and PG&E programs that promote energy efficiency, energy conservation, renewable energy, and greenhouse gas emissions reductions. (IGC/JP/PI)</p>	<p>NA</p>
	<p>LU 2.6.11 Promote Green Building. The City shall work with local groups and organizations to develop programs (e.g., home tours) to celebrate and raise awareness about innovative green building projects in both new and existing buildings. (PI/IGC)</p>	<p>Table 4-2: Program 5. As part of the Planning and Development Code Update and development review process, the City shall:</p> <ul style="list-style-type: none"> - Provide incentives for developers to include community gardens and rooftop gardens in new development projects. “p (RDR) - Implements Which Policy(ies): LU 2.6.2, LU 2.6.4, LU 2.6.7, LU 2.6.8, LU 2.6.11 - Responsible Department(s): Community Development Department - Supporting Department(s): N/A - Timing: 2014-2019
<p>Action 3.1.2: Support SMUD’s Smart Grid program, which is estimated to result in 4 percent energy savings and 2 percent transmission savings by 2030.</p>	<p>U 6.1.10 Utility Programs. The City shall support SMUD and PG&E programs that promote energy efficiency, energy conservation, renewable energy, and greenhouse gas emissions reductions. (IGC/JP/PI)</p>	<p>NA</p>

Primary (Quantified) CAP Actions	Correlating 2035 GP Policies for Primary CAP Action	Correlating 2035 GP Implementation Programs
<p>Action 3.1.3: Support the SMUD and Tree Foundation Shade Tree programs, which reduce the urban heat island effect and associated energy consumption.</p>	<p>U 6.1.10 Utility Programs. The City shall support SMUD and PG&E programs that promote energy efficiency, energy conservation, renewable energy, and greenhouse gas emissions reductions. (IGC/JP/PI)</p>	<p>NA</p>
<p>Action 3.1.4: Support SMUD's energy efficiency rebate and incentive programs:</p>	<p>U 6.1.10 Utility Programs. The City shall support SMUD and PG&E programs that promote energy efficiency, energy conservation, renewable energy, and greenhouse gas emissions reductions. (IGC/JP/PI)</p>	<p>NA</p>
<p>1) Appliance Rebate. SMUD buys down the cost of energy-efficient electrical appliances and products, offers rebates and incentives to customers, and affordable financing to purchase energy-efficient appliances.</p>		<p>NA</p>
<p>2) Lighting Rebates. SMUD offers standard rebates to residential and commercial customers for the installation of energy-efficient lighting, such as LED lamps, fixtures, and other forms of highly-efficient lighting.</p>		<p>NA</p>

Primary (Quantified) CAP Actions	Correlating 2035 GP Policies for Primary CAP Action	Correlating 2035 GP Implementation Programs
<p>3) Electronic Incentives. SMUD provides incentives to retailers in the Sacramento region to stock the most energy-efficient major electronics, such as televisions and computer monitors.</p>		NA
<p>4) Custom and Prescriptive Lighting Incentives. SMUD encourages and offers incentives to qualifying systems for the successful installation of LED lighting in local commercial applications.</p>		NA
<p>5) Multi-family Retrofits. SMUD offers multi-family prescriptive rebates for multi-family residential customers seeking to retrofit units and common spaces to increase energy efficiency. This program offers rebates specific to the type of appliance, lighting, or improvement used, and encourages comprehensive analysis of the energy performance of each building.</p>		NA
<p>Action 3.2.5: Continue to partner with SMUD to implement the Small Commercial Energy Efficiency Pilot Program, which provides incentives to small commercial customers to improve energy efficiency.</p>	<p>U 6.1.10 Utility Programs. The City shall support SMUD and PG&E programs that promote energy efficiency, energy conservation, renewable energy, and greenhouse gas emissions reductions. (IGC/JP/PI)</p>	NA

Primary (Quantified) CAP Actions	Correlating 2035 GP Policies for Primary CAP Action	Correlating 2035 GP Implementation Programs
<p>Action 3.2.6: Support SMUD's Home Performance Program, which offers low-cost energy audits and rebates for energy efficiency upgrades to existing residential customers.</p>	<p>U 6.1.10 Utility Programs p. The City shall support SMUD and PG&E programs that promote energy efficiency, energy conservation, renewable energy, and greenhouse gas emissions reductions. (IGC/JP/PI)</p>	<p>NA</p>
<p>Measure 3.2: Increase Existing Building Energy Efficiency</p>		
<p>Action 3.2.1: Develop and adopt a Commercial Property Assessed Clean Energy Financing Program (Commercial PACE program) to create a voluntary special assessment district to help finance energy efficiency retrofits of commercial establishments.</p>		<p>Table 4-7: Program 27. The City shall maintain the Clean Energy Sacramento program (i.e., clean energy financing district managed by Ygrene Energy) and shall report annually on financing provided for energy efficiency, renewable energy, and water efficiency upgrades and retrofits for all types of real property (residential, commercial and industrial). p (PSR/FB) - Implements Which Policy(ies): U 6.1.6; U 2.1.11 - Responsible Department(s): General Services Department - Supporting Department(s): N/A - Timing: 2014-2019</p>
<p>Action 3.2.2: Update and enforce Chapter 15.78 of the Sacramento City Code, also known as the Residential Energy Conservation Ordinance (RECO), which requires the implementation of the mandatory energy and water conservation standards for existing residential properties when building permits are required for major</p>	<p>LU 2.6.57 Green Building Retrofit. The City shall promote the retrofitting of existing structures with green building technologies/practices and encourage structures being renovated to be built to a higher green building standard such as as CalGreen Tier 1 or Tier 2 or Leadership in Energy and Environmental Design (LEED). (RDR)</p>	<p>NA</p>

Primary (Quantified) CAP Actions	Correlating 2035 GP Policies for Primary CAP Action	Correlating 2035 GP Implementation Programs
remodels or additions. This measure was assumed to reduce residential energy consumption by 15 percent on average per project for which a building permit is pulled.	U 6.1.10 Utility Programs. The City shall support SMUD and PG&E programs that promote energy efficiency, energy conservation, renewable energy, and greenhouse gas emissions reductions. (IGC/JP/PI)	NA
<p>Action 3.2.3: Work with community partners to develop and implement a voluntary rental housing energy efficiency program to improve the energy and water efficiency of existing rental units (both single-family and multi-family). If the voluntary program does not achieve an average energy savings of 15% per unit in at least 10,000 units/year by the end of 2014, the program may switch to mandatory energy efficiency improvements for rental housing.</p>		<p>Table 4-7: Program 28. The City shall work with community partners to develop and implement a voluntary rental housing program to improve the energy efficiency of existing rental units (both single-family and multi-family). If the voluntary program does not achieve an average energy savings of 15 percent per unit in at least 10,000 units/year by the end of 2014, the program may switch to mandatory energy efficiency improvements for rental housing. p (RDR)</p> <ul style="list-style-type: none"> - Implements Which Policy(ies): U 6.1.5; U 6.1.11; U 6.1.12; U 6.1.13 - Responsible Department(s): Community Development Department - Supporting Department(s): N/A - Timing: 2014-2019

Primary (Quantified) CAP Actions	Correlating 2035 GP Policies for Primary CAP Action	Correlating 2035 GP Implementation Programs
<p>Action 3.2.4: Develop and adopt a Commercial Energy Conservation Ordinance (CECO) that requires the implementation of mandatory energy and water conservation standards for all commercial and industrial properties. CECO would involve retrofitting existing commercial and industrial buildings for which a building permit is pulled for renovation or addition above a specified project size threshold.</p>	<p>U 6.1.11 Energy Efficiency Improvements p. The City shall develop and implement energy efficiency standards for existing buildings, and provide incentives for property owners to make improvements necessary to meet minimum energy efficiency standards. (RDR/MPSP)</p>	<p>Table 4-7: Program 29. The City shall develop and adopt a Commercial Energy Conservation Ordinance (CECO) that requires the implementation of mandatory energy efficiency standards for all commercial and industrial properties. CECO would involve retrofitting existing commercial and industrial buildings for which a building permit is pulled for renovation or addition above a specified project size threshold. p (RDR) - Implements Which Policy(ies): U 6.1.5; U 6.1.11; U 6.1.12; U 6.1.13- Responsible Department(s): Community Development Department- Supporting Department(s): N/A- Timing: 2014-2019</p>
<p>Measure 3.3: Increase Energy Efficiency in New Buildings</p>		
<p>Action 3.3.1: Achieve energy efficiency through increased residential density. Greenhouse gas emission reductions will be achieved through greater energy efficiency as new housing types shift from single-family to attached/multi-family, consistent with the General Plan.</p>	<p>LU 2.6.6 Efficiency Through Density. The City shall support an overall increase in average residential densities throughout the city consistent with the adopted General Plan Land Use & Urban Form Diagram, as new housing types shift from lower-density, large lot developments to higher-density, small lot and multifamily developments as a means to increase energy efficiency, conserve water, and reduce waste. (RDR)</p>	<p>This policy is implemented through the development review process.</p>

Primary (Quantified) CAP Actions	Correlating 2035 GP Policies for Primary CAP Action	Correlating 2035 GP Implementation Programs
<p>Action 3.3.2: Require Tier 1 CalGreen Building Code standards for all new developments starting in 2014.</p>		<p>Table 4-7: Program 33. The City shall annually review and modify building codes and development standards to facilitate the inclusion of evolving state-of-the-art telecommunication technologies and facilities. (RDR)</p> <ul style="list-style-type: none"> - Implements Which Policy(ies): U 7.1.3; U 7.1.4; U 7.1.5; U 7.1.6 - Responsible Department(s): Community Development Department - Supporting Department(s): Information Technology Department - Timing: Annual
<p>Measure 3.4: Increase Renewable Energy Generation and Use</p>		
<p>Action 3.4.1: Update the Development Code to require that new single-family and multi-family residential projects of ten units or more install photovoltaic systems and participate in SMUD's SolarSmart Homes program.</p>	<p>U 6.1.6 Renewable Energy. The City shall encourage the installation and construction of renewable energy systems and facilities such as wind, solar, hydropower, geothermal, and biomass facilities.(RDR/PI)</p>	<p>Table 4-2: Program 5. As part of the Planning and Development Code Update and development review process, the City shall:</p> <ul style="list-style-type: none"> • Require that residential projects of 10 or more units, commercial projects greater than 25,000 square feet, or industrial projects greater than 100,000 square feet include on-site renewable energy systems (e.g., photovoltaic systems) that would generate at least a minimum of 15% of the project's total energy demand on-site, or an equivalent energy savings from energy efficiency improvements that exceed minimum code requirements.
<p>Action 3.4.2: Update the Development Code to require that new commercial developments greater than 25,000 square feet and industrial developments greater than 100,000 square feet install renewable energy systems (including photovoltaic systems) that generate 15 percent of the project's energy demand onsite.</p>		

Primary (Quantified) CAP Actions	Correlating 2035 GP Policies for Primary CAP Action	Correlating 2035 GP Implementation Programs
<p>Action 3.4.3: Support SMUD's Greenergy Program, which allows customers to opt in to pay an additional fee on their utility bill each month to promote local renewable energy projects and expanded use of renewable power supply.</p>	<p>U 6.1.10 Utility Programs. The City shall support SMUD and PG&E programs that promote energy efficiency, energy conservation, renewable energy, and greenhouse gas emissions reductions.. (IGC/JP/PI)</p>	<p>NA</p>
	<p>U 6.1.15 Energy Efficiency Partnerships. The City shall continue to build partnerships (e.g., Sacramento County Business Environmental Resource Center (BERC) and SMUD) to promote energy efficiency and conservation for the business community and residents. (IGC/JP) [Source: 2012 CAP]</p>	<p>NA</p>
<p>Strategy 4: Waste Reduction and Recycling</p>		
<p>Measure 4.1: Sustainable Production and Consumption - There are no primary actions in this category (only supporting actions).</p>		
<p>Measure 4.2: Source Reduction, Diversion, Recycling, and Reuse</p>		

Primary (Quantified) CAP Actions	Correlating 2035 GP Policies for Primary CAP Action	Correlating 2035 GP Implementation Programs
<p>Action 4.2.1: In order to meet the long-term waste diversion target (i.e., zero waste by 2040), achieve interim waste reduction goals of 75 percent diversion from the waste stream by 2020 and 90 percent diversion from the waste stream by 2030.</p>	<p>U 5.1.1 Zero Waste p. The City shall achieve zero waste to landfills by 2040 through reusing, reducing, and recycling solid waste; and using conversion technology if appropriate. In the interim, the City shall achieve a waste reduction goal of 75 percent diversion from the waste stream over 2005 levels by 2020 and 90 percent diversion over 2005 levels by 2030, and shall support the Solid Waste Authority in increasing commercial solid waste diversion rates to 30 percent. (SO/MPSP) [Source: 2012 CAP, Action4.2.1]</p>	
<p>Measure 4.3: Greenwaste and Composting - There are no primary actions in this category (only supporting actions).</p>		
<p>Strategy 5: Water Conservation and Water Efficiency</p>		
<p>Measure 5.1: Water Conservation</p>		
<p>Action 5.1.1: Achieve a 20 percent reduction in per-capita water use by 2020 consistent with the State's 20x2020 Water Conservation Plan (California Water Resources Control Board, 2010) using the following programs:</p>	<p>U 2.1.10 Water Conservation Standards. The City shall achieve a 20 percent reduction in per-capita water use by 2020 consistent with the State's 20x2020 Water Conservation Plan (California Water Resources Control Board, 2010). (RDR)</p>	<p>Table 4-7: Program 8. The City shall develop and enforce a Water Conservation Plan that increases water use efficiency throughout the city. p (MPSP/RDR) - Implements Which Policy(ies): U 2.1.3; U 2.1.4; U 2.1.5; U 2.1.10 - Responsible Department(s): Utilities - Supporting Department(s): Parks and Recreation; General Services; Planning, Economic Development, and Development Services</p>

Primary (Quantified) CAP Actions	Correlating 2035 GP Policies for Primary CAP Action	Correlating 2035 GP Implementation Programs
		- Timing: 2014-2019
<p>1) Installing water meters in residential units constructed prior to 1992 and in new developments, both commercial and residential, automated meter infrastructure (AMI) in all residential water metering. Water meters will result in all residents paying for water according to their usage. AMI will give residents information about inefficient water use.</p>		<p>Table 4-7: Program 9. The City shall continue to install water meters in residential units constructed prior to 1992 and in new developments, and shall incorporate and use automated meter infrastructure (AMI) in both commercial and residential water metering. β (RDR/SO)- Implements Which Policy(ies): U 2.1.3; U 2.1.4; U 2.1.5, U 2.1.10, U 2.1.11- Responsible Department(s): Utilities- Supporting Department(s): General Services and Development Services Timing: Ongoing</p>
<p>2) Require CalGreen Tier 1 Water Efficiency measures in all new construction.</p>		<p>This measure is implemented through the building permit process.</p>
<p>3) Require CalGreen Tier 1 Water Efficiency measures as part of the Residential Energy Conservation Ordinance (RECO).</p>		<p>This measure is implemented through the building permit process.</p>

Primary (Quantified) CAP Actions	Correlating 2035 GP Policies for Primary CAP Action	Correlating 2035 GP Implementation Programs
<p>4) Require CalGreen Tier 1 Water Efficiency measures as part of the Rental Housing Energy and Water Efficiency Program.</p>		<p>Table 4-7: Program 28. The City shall work with community partners to develop and implement a voluntary rental housing program to improve the energy efficiency of existing rental units (both single-family and multi-family). If the voluntary program does not achieve an average energy savings of 15 percent per unit in at least 10,000 units/year by the end of 2014, the program may switch to mandatory energy efficiency improvements for rental housing. p (RDR)</p> <ul style="list-style-type: none"> - Implements Which Policy(ies): U 6.1.5; U 6.1.11; U 6.1.12; U 6.1.13 - Responsible Department(s): Community Development Department - Supporting Department(s): N/A - Timing: 2014-2019
<p>Measure 5.2: Wastewater Treatment - There are no primary actions in this category (only supporting actions).</p>		
<p>Strategy 6: Climate Change Adaptation</p>		
<p>Measure 6.1: Prepare for Increases in Average Temperatures - There are no primary actions in this category (only supporting actions).</p>		
<p>Measure 6.2: Preserve Water Sources and Respond to Variable Supplies - There are no primary actions in this category (only supporting actions).</p>		

Primary (Quantified) CAP Actions	Correlating 2035 GP Policies for Primary CAP Action	Correlating 2035 GP Implementation Programs
Measure 6.3: Respond to Energy Demands and Variable Supplies - There are no primary actions in this category (only supporting actions).		
Measure 6.4: Protect the Public from Health Risks and Safety Hazards - There are no primary actions in this category (only supporting actions).		
Measure 6.5: Promote a Climate-Resilient Economy - There are no primary actions in this category (only supporting actions).		
Measure 6.6: Respond to Potential Impacts on Public Infrastructure - There are no primary actions in this category (only supporting actions).		
Measure 6.7: Protect Natural Ecosystems and Migration Routes - There are no primary actions in this category (only supporting actions).		
Strategy 7: Community Involvement and Empowerment		
Measure 7.1: Education and Community Involvement - There are no primary actions in this category (only supporting actions).		

Primary (Quantified) CAP Actions	Correlating 2035 GP Policies for Primary CAP Action	Correlating 2035 GP Implementation Programs
Measure 7.2: Recognize Community Accomplishments - There are no primary actions in this category (only supporting actions).		
Measure 7.3: Build Businesses and Community Organization Partnerships - There are no primary actions in this category (only supporting actions).		

RESOLUTION NO.

Adopted by the Sacramento City Council

**CERTIFYING THE ENVIRONMENTAL IMPACT REPORT
AND ADOPTING THE MITIGATION MONITORING PROGRAM FOR THE
SACRAMENTO 2035 GENERAL PLAN PROJECT (LR12-03)**

BACKGROUND

A. On January 15, 2015, the City Planning and Design Commission conducted a public hearing on the Sacramento 2035 General Plan and forwarded it to the City Council with a recommendation to approve.

B. On March 3, 2015, the City Council conducted a noticed public hearing (Sacramento City Code Section 17.812.030 (B)3(b) (publication), and received and considered evidence concerning the Sacramento 2035 General Plan and Master EIR (Project).

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

Section 1. The City Council finds that the Master Environmental Impact Report for the Sacramento 2035 General Plan (MEIR), which consists of the Draft MEIR, and the Final MEIR (Response to Comments and Mitigation Monitoring Program), has been completed in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the Sacramento Local Environmental Procedures.

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

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

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

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

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

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

Table of Contents:

Exhibit A – CEQA Findings of Fact and Statement of Overriding Considerations for the Sacramento 2035 General Plan

Exhibit B – Mitigation Monitoring Program for the Sacramento 2035 General Plan

CEQA Findings of Fact and Statement of Overriding Considerations for the Sacramento 2035 General Plan

Description of the Project

The City of Sacramento is considering a proposed update to its general plan, called Sacramento 2035 General Plan, which is the subject of this Master Environmental Impact Report (MEIR). A general plan is a state-required, legal document, prepared in accordance with California Government Code Section 65300 et seq. The general plan provides guidance to the City regarding the physical form and character of Sacramento's land use and development, as well as the conservation of its resources. The current proposal is a technical update and refinement of the 2030 General Plan, which was a comprehensive revision adopted by the City in 2009. Policy 1.1.3 and Table 4-1, Program 2, of the 2030 General Plan require the City to conduct such an update every five years. In addition to technical policy updates, the technical review and update reset the planning horizon for the General Plan from 2030 to 2035.

In adopting the City of Sacramento 2035 General Plan, the City of Sacramento seeks to achieve the following objectives, consistent with the objectives stated in the current 2030 General Plan.

- **Character of Place.** Preserve and enhance Sacramento's quality of life and character as a city with diverse residential neighborhoods, an extensive urban forest, and role as the center of California's governance.
- **Smart Growth.** Encourage future growth in the city inward into existing urbanized areas and the central business district to foster infill development, as well as encourage density of development and integration of housing with commercial, office, and entertainment uses that fosters increased walking and reduced automobile use.
- **Live More Lightly.** Strive to meet the intent of Assembly Bill 32, California Global Warming Solutions Act of 2006, by reducing carbon emissions that contribute to global warming by encouraging "green" building practices, use of solar energy systems, and developing a land use pattern that supports walking, biking, and public transit.
- **Maintain a Vibrant Economy.** Support a diversity of business and employment opportunities by retaining existing and attraction of new businesses; maintain and expand recreational, arts, and cultural facilities; and nurture diverse community events and celebrations.
- **Healthy Cities.** Preserve and enhance land use patterns and densities that foster pedestrian and bicycle use and recreation through expanded parklands, sports, and athletic programming as well as provide incentives for

expanding the availability of organic foods, and protecting residents from crime and natural or terrorist acts.

- **Sustainable Future.** Accommodate growth that protects important environmental resources as well as ensures long-term economic sustainability and health, and equity or social wellbeing for the entire community.

The proposed 2035 General Plan is a technical update of the 2030 General Plan. Elements, chapters, or sections of the existing General Plan have not been re-organized or comprehensively changed. In summary, the technical update focused on the following topical areas:

- **Update forecast for the planning timeframe through 2035:** The 2030 General Plan and MEIR evaluated projected growth through the year 2030. The significant slowdown in development activity since 2008 warranted a “dial down” of the housing, employment, and population projections to be consistent with SACOG’s Metropolitan Transportation Plan and an extension of the planning horizon to 2035.
- **Update of the Housing Element:** The City’s current Housing Element addresses for the period from 2008 to 2013. The new Housing Element covers the period from 2013 to 2021. The Housing Element was adopted by City Council in December 2013.
- **Update of Traffic Level of Service.** One of the primary policy changes in the proposed 2035 General Plan is the modification of Policy M 1.2.2 relating to level of service (LOS). This policy calls for the City to implement a flexible context-sensitive LOS standard. The City’s specific vehicle LOS thresholds have been defined based on community values with respect to modal priorities, land use context, economic development, and environmental resources and constraints. As such, the City will strive operate the roadway network at LOS D or better for vehicles during typical weekday AM and PM peak-hour conditions with exceptions where LOS E and F are allowed.
- **Compliance with recent flood risk legislation:** AB 162, SB 5, and the Central Valley Flood Protection Plan require a revised approach to consideration of flood risks in the General Plan and were recognized in the update of the 2035 General Plan policies.
- **Integration of the Climate Action Plan into the 2035 General Plan:** The Climate Action Plan strategies, measures, and actions that reduce greenhouse gas emissions have been incorporated into appropriate elements of the proposed General Plan. The General Plan also includes descriptions of climate change risks and policies, measures, and actions throughout the General Plan Elements to address adaptation to climate change impacts.

Findings Required Under CEQA

1. Procedural Findings

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

Based on the nature and scope of the Sacramento 2035 General Plan Update, SCH #2012122006, (herein after the Project), the City of Sacramento's Environmental Planning Services determined, based on substantial evidence, that the Project may have a significant effect on the environment and prepared a master environmental impact report ("MEIR") on the Project. The MEIR was prepared, noticed, published, circulated, reviewed, and completed in full compliance with the California Environmental Quality Act (Public Resources Code §21000 et seq. ("CEQA"), the CEQA Guidelines (14 California Code of Regulations §15000 et seq.), and the City of Sacramento environmental guidelines, as follows:

- a. A Notice of Preparation of the Draft MEIR was filed with the Office of Planning and Research and each responsible and trustee agency and was circulated for public comments from December 5, 2012 through January 22, 2013.
- b. A Notice of Completion (NOC) and copies of the Draft MEIR were distributed to the Office of Planning and Research on August 8, 2014 to those public agencies that have jurisdiction by law with respect to the Project, or which exercise authority over resources that may be affected by the Project, and to other interested parties and agencies as required by law. The comments of such persons and agencies were sought.
- c. An official 45-day public comment period for the Draft MEIR was established by the Office of Planning and Research. The public comment period began on August 11, 2014 and ended on September 25, 2014.
- d. A Notice of Availability (NOA) of the Draft MEIR was mailed to all interested groups, organizations, and individuals who had previously requested notice in writing on August 11, 2014. The NOA stated that the City of Sacramento had completed the Draft MEIR and that copies were available at the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, California 95811. The letter also indicated that the official 45-day public review period for the Draft MEIR would end on September 25, 2014.
- e. A public notice was placed in the Sacramento Bee on August 11, 2014, which stated that the Draft MEIR was available for public review and comment.

f. A public notice was posted in the office of the Sacramento County Clerk on August 11, 2014.

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

2. Record of Proceedings

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

- a. The proposed City of Sacramento 2035 General Plan Update;
- b. The City of Sacramento 2035 General Plan Background Report;
- c. Resolution No. 2015-_____ making findings of fact and adopting the City of Sacramento 2035 General Plan Update;
- d. Draft and Final MEIR for the City of Sacramento 2035 General Plan Update and all documents relied upon or incorporated by reference;
- e. Mitigation Monitoring Program for the Sacramento 2030 General Plan.
- f. All Notices of Preparation and other public notices issued by the City in conjunction with City of Sacramento 2035 General Plan Update and MEIR;
- g. Resolution No. 2015-_____ certifying the Master Environmental Impact Report for and making Findings of Fact and Statement of Overriding Considerations in support of the adoption of the City of Sacramento 2035 General Plan Update;
- h. The Sacramento 2030 General Plan and all updates;
- i. Resolution No. 2009-131 making findings of fact and adopting the Sacramento 2030 General Plan;
- j. Master Environmental Impact Report for Sacramento 2030 General Plan, City of Sacramento, March 2009 and all updates;
- k. Resolution No. 2009-130 certifying the Master Environmental Impact Report for and making Findings of Fact and Statement of Overriding

Considerations in support of the adoption of the Sacramento 2030 General Plan and all updates;

l. Sacramento Area Council of Governments (SACPG) Metropolitan Transportation Plan/Sustainable Communities Plan (MTP/SCS), April 2012;

m. The Sacramento City Code;

n. All records of decision, staff reports, memoranda, maps, exhibits, letters, minutes of meetings and hearings, referrals, and other planning documents contained in City's files and prepared by City boards and commissions, officials, consultants, or staff relating to the Sacramento 2035 General Plan;

o. All testimony, documents, and other evidence contained in the City's files that were submitted to and received by the City by or on behalf of landowners, business owners, private organizations, public agencies, and members of the public in connection with the Sacramento 2035 General Plan;

p. Minutes and verbatim transcripts contained in the City's files of all workshops, information sessions, public meetings, and public hearings held by the City in connection with the Sacramento 2035 General Plan;

q. All testimony and documentary or other evidence contained in the City's files that were submitted to the City at workshops, information sessions, public meetings and public hearings held by the City in connection with the Sacramento 2035 General Plan.

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

(1) Sacramento Metropolitan Air Quality Management District's *Guide to Air Quality Assessment in Sacramento County*, December 2009.

(2) California Department of Water Resources, *2012 Central Valley Flood Protection Plan*, June 2012.

(3) Other formally adopted City policies and ordinances.

s. Planning and Development Code of the City of Sacramento

3. Findings

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environment impacts that would otherwise occur. Mitigation measures or alternatives are not required,

however, where such changes are infeasible or where the responsibility for the project lies with some other agency. (CEQA Guidelines, § 15091, sub. (a), (b).)

With respect to a project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project's "benefits" rendered "acceptable" its "unavoidable adverse environmental effects." (CEQA Guidelines, §§ 15093, 15043, sub. (b); see also Pub. Resources Code, § 21081, sub. (b).)

In seeking to effectuate the substantive policy of CEQA to substantially lessen or avoid significant environmental effects to the extent feasible, an agency, in adopting findings, need not necessarily address the feasibility of *both* mitigation measures and environmentally superior alternatives when contemplating approval of a proposed project with significant impacts. Where a significant impact can be mitigated to an "acceptable" level solely by the adoption of feasible mitigation measures, the agency, in drafting its findings, has no obligation to consider the feasibility of any environmentally superior alternative that could also substantially lessen or avoid that same impact — even if the alternative would render the impact less severe than would the proposed project as mitigated. (*Laurel Hills Homeowners Association v. City Council* (1978) 83 Cal.App.3d 515, 521; see also *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 730-731; and *Laurel Heights Improvement Association v. Regents of the University of California ("Laurel Heights I")* (1988) 47 Cal.3d 376, 400-403.)

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

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

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

In support of its approval of the Project, the City Council makes the following findings for each of the significant environmental effects and alternatives of the Project identified in the EIR pursuant to Section 21080 of CEQA and section 15091 of the CEQA Guidelines:

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

Policies and Implementation Programs included in the City of Sacramento 2035 General Plan Update were designed to reduce potential impacts to the environment resulting from buildout of the General Plan. The MEIR demonstrates how proposed policies reduce potential environmental impacts. These policies are part of the proposed project and are not considered mitigation measures; however it is meaningful for decision makers to understand how proposed policies have been designed to reduce environmental impacts. In each of the following impacts, the policies identified in the MEIR have reduced the respective impact, and the impact is less than significant.

Agricultural Resources

Impact 4.1-1: Conversion of Important Farmland to a non-agricultural use.

Applicable Policies: ER 4.2.1, 4.2.2 and 4.2.3. These policies encourage infill development and compact new development to avoid the premature conversion of productive agricultural lands to urban uses. Policy 4.2.3 calls for the City to cooperate with the County of Sacramento and other adjacent jurisdictions to implement existing conservation lands.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.1-2: Incompatibility with surrounding agricultural operations outside the Policy Area.

Applicable Policies: ER 4.2.2 through 4.2.5. Policy ER 4.2.2 requires the City to work with Sacramento County, Natomas Basin Conservancy, and other entities to establish a method to protect and permanently preserve a one-mile buffer that can serve as a means to preserve viable agricultural activities and as

a community separator between Sutter and Sacramento counties and along the Sacramento River. Policy ER 4.2.3 ensures that the City would work with Sacramento County and other adjacent jurisdictions to implement existing conservation plans to preserve prime farmland and critical habitat. Policy ER 4.2.4 requires open space or other appropriate buffers to protect the viability of existing agricultural operations and health and safety of residents in adjacent areas. Policy ER 4.2.5 requires that purchasers of homes located in the vicinity of agricultural operations be provided notification of such activities by way of their deeds and/or escrow documentation.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.1-3: Conflict with existing zoning for agricultural use or with a Williamson Act contract.

Applicable Policies: ER 4.1.1, ER 4.1.2, ER 4.2.1, ER 4.2.4. Policy ER 4.1.1 would incentivize provision of community gardens and rooftop gardens in new development projects. Policy ER 4.1.2 promotes opportunities for urban agriculture (community gardens) and recognizes their value in providing fresh food in urban areas in addition to their recreational, community building, landscaping, and educational value. Policy ER 4.2.1 encourages infill development and compact new development within the existing urban areas in order to prohibit the premature conversion of productive agricultural lands for urban uses.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Air Quality

Impact 4.2-1: Potential to conflict with or obstruct implementation of Sacramento Valley regional air quality planning efforts.

Applicable Policies: ER 6.1.1 through ER 6.1.3. Policy ER 6.1.1 requires the City to work with the California Air Resources Board (ARB) and Sacramento Metropolitan Air Quality Management District (SMAQMD) to meet State and Federal air quality standards to protect residents from pollution-related health effects. Policy ER 6.1.2 requires review of proposed development projects to ensure feasible emissions reduction measures are incorporated. Policy 6.1.3 requires development projects to incorporate emissions reduction features to reduce emissions equal to 15% below the unmitigated emissions level.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.2-2: Potential to result in short-term construction-generated emissions of ozone precursors and particulate matter.

Applicable Policies: ER 6.1.1, ER 6.1.2, 6.1.15. Policy ER 6.1.1 requires the City to work with the California Air Resources Board (ARB) and Sacramento Metropolitan Air Quality Management District (SMAQMD) to meet State and Federal air quality standards to protect residents from pollution-related health effects. Policy ER 6.1.2 requires review of proposed development projects to ensure feasible emissions reduction measures are incorporated. Policy 6.1.15 requires preference to be given to contractors using reduced-emission equipment for City construction projects and service contracts.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.2-4: Potential for TAC emissions that could adversely affect sensitive receptors.

Applicable Policies: LU 2.7.5, ER 6.1.2, and ER 6.1.4. Policy LU 2.7.5 promotes high quality of development character along freeway corridors and protects the public from adverse effects of vehicle-generated air emissions, noise, and vibration. Policy ER 6.1.2 requires review of proposed development projects to ensure feasible emissions reduction measures are incorporated. Policy ER 6.1.4 requires the City to coordinate with SMAQMD in evaluating exposure of sensitive receptors to toxic air contaminants, and will impose appropriate conditions on projects to protect public health and safety.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.2-5: Potential exposure of sensitive receptors to excessive odors

Applicable Policies: LU 2.7.5, ER 6.1.4. Policy LU 2.7.5 promotes high quality of development character along freeway corridors and protects the public from adverse effects of vehicle-generated air emissions, noise, and vibration. Policy ER 6.1.4 requires the City to coordinate with SMAQMD in evaluating exposure of sensitive receptors to toxic air contaminants, and will impose appropriate conditions on projects to protect public health and safety.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Biological Resources

Impact 4.3-1: Potential impact to special-status plant species due to substantial degradation of the quality of the environment or reduction of population or habitat below self-sustaining levels.

Applicable Policies: ER 2.1.1, ER 2.1.4, ER 2.1.5, ER 2.1.7, ER 2.1.10 through ER 2.1.13, ER 2.1.16, ER 2.1.17. Policy ER 2.1.1 encourages new development to preserve onsite natural resources. Policy ER 2.1.4 requires the City to retain plant and wildlife habitat areas where there are known sensitive resources. Policy ER 2.1.5 requires the City to preserve the ecological integrity of waterways that support riparian resources by preserving native plants and removing, to the extent feasible, invasive nonnative plants. Policy ER 2.1.7 would help preserve and protect grasslands and vernal pools that provide habitat for rare and endangered species to the maximum extent feasible. If consistency with this policy is not feasible, impacts on these resources would be mitigated in compliance with state and federal regulations. Policy ER 2.1.10 requires habitat assessments for sensitive species, and, if habitat is present, focused/protocol-level surveys (or assumed presence of species) for any project requiring discretionary approval. Avoidance and/or mitigation would be developed with the applicable resource agency. Policy ER 2.1.11 requires that the City coordinate closely with state and federal resource agencies to protect areas containing rare or endangered species. Policy ER 2.1.12 requires that the City continue its participation and support of the policies in the Natomas Basin Habitat Conservation Plan (NBHCP) for the protection of sensitive species in the Natomas Basin. Policy ER 2.1.13 supports regional habitat conservation planning efforts. Policy ER 2.1.16 supports natural-resource-related education programs for residents and visitors. Policy ER 2.1.17 encourages community volunteerism to help protect and rehabilitate local natural resources.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.3-2: Degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status invertebrates.

Applicable Policies: ER 2.1.1, ER 2.1.4, ER 2.1.10 through ER 2.1.13, ER 2.1.16, ER 2.1.17. Policy ER 2.1.1 encourages new development to preserve onsite natural resources. Policy ER 2.1.4 requires the City to retain plant and wildlife habitat areas where there are known sensitive resources. Policy ER

2.1.10 requires habitat assessments for sensitive species, and, if habitat is present, focused/protocol-level surveys (or assumed presence of species) for any project requiring discretionary approval. Avoidance and/or mitigation would be developed with the applicable resource agency. Policy ER 2.1.11 requires that the City coordinate closely with state and federal resource agencies to protect areas containing rare or endangered species. Policy ER 2.1.12 requires that the City continue its participation and support of the policies in the Natomas Basin Habitat Conservation Plan (NBHCP) for the protection of sensitive species in the Natomas Basin. Policy ER 2.1.13 supports regional habitat conservation planning efforts. Policy ER 2.1.16 supports natural-resource-related education programs for residents and visitors. Policy ER 2.1.17 encourages community volunteerism to help protect and rehabilitate local natural resources.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.3-3: 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.

Applicable Policies: ER 2.1.1, ER 2.1.4, ER 2.1.7 through ER 2.1.13, ER 2.1.16, ER 2.1.17. Policy ER 2.1.1 encourages new development to preserve onsite natural resources. Policy ER 2.1.4 requires the City to retain plant and wildlife habitat areas where there are known sensitive resources. Policy ER 2.1.7 would help preserve and protect grasslands and vernal pools that provide habitat for rare and endangered species to the maximum extent feasible. If consistency with this policy is not feasible, impacts on these resources would be mitigated in compliance with state and federal regulations. Policy ER 2.1.8 requires preservation and protection of oak woodlands and significant strands of oak trees. Policy ER 2.1.9 requires preservation and protection of undisturbed habitats that provide movement corridors for sensitive wildlife species. Policy ER 2.1.10 requires habitat assessments for sensitive species, and, if habitat is present, focused/protocol-level surveys (or assumed presence of species) for any project requiring discretionary approval. Avoidance and/or mitigation would be developed with the applicable resource agency. Policy ER 2.1.11 requires that the City coordinate closely with state and federal resource agencies to protect areas containing rare or endangered species. Policy ER 2.1.12 requires that the City continue its participation and support of the policies in the Natomas Basin Habitat Conservation Plan (NBHCP) for the protection of sensitive species in the Natomas Basin. Policy ER 2.1.13 supports regional habitat conservation planning efforts. Policy ER 2.1.16 supports natural-resource-related education programs for residents and visitors. Policy ER 2.1.17 encourages community volunteerism to help protect and rehabilitate local natural resources.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.3-4: Degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status amphibians and reptiles.

Applicable Policies: ER 2.1.1, ER 2.1.4, ER 2.1.7 through ER 2.1.12, ER 2.1.16, ER 2.1.17. Policy ER 2.1.1 encourages new development to preserve onsite natural resources. Policy ER 2.1.4 requires the City to retain plant and wildlife habitat areas where there are known sensitive resources. Policy ER 2.1.7 would help preserve and protect grasslands and vernal pools that provide habitat for rare and endangered species to the maximum extent feasible. If consistency with this policy is not feasible, impacts on these resources would be mitigated in compliance with state and federal regulations. Policy ER 2.1.8 requires preservation and protection of oak woodlands and significant strands of oak trees. Policy ER 2.1.9 requires preservation and protection of undisturbed habitats that provide movement corridors for sensitive wildlife species. Policy ER 2.1.10 requires habitat assessments for sensitive species, and, if habitat is present, focused/protocol-level surveys (or assumed presence of species) for any project requiring discretionary approval. Avoidance and/or mitigation would be developed with the applicable resource agency. Policy ER 2.1.11 requires that the City coordinate closely with state and federal resource agencies to protect areas containing rare or endangered species. Policy ER 2.1.12 requires that the City continue its participation and support of the policies in the Natomas Basin Habitat Conservation Plan (NBHCP) for the protection of sensitive species in the Natomas Basin. Policy ER 2.1.16 supports natural-resource-related education programs for residents and visitors. Policy ER 2.1.17 encourages community volunteerism to help protect and rehabilitate local natural resources.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.3-5: Degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status mammals.

Applicable Policies: ER 2.1.1, ER 2.1.4, ER 2.1.6 through ER 2.1.8, ER 2.1.10 through ER 2.1.13, ER 2.1.16, ER 2.1.17. Policy ER 2.1.1 encourages new development to preserve onsite natural resources. Policy ER 2.1.4 requires the City to retain plant and wildlife habitat areas where there are known sensitive resources. Policy ER 2.1.6 requires preservation and protection of wetland resources, or mitigation of all adverse impacts in compliance with State and Federal regulations and on- or off-site permanent equivalent preservation. Policy

ER 2.1.7 would help preserve and protect grasslands and vernal pools that provide habitat for rare and endangered species to the maximum extent feasible. If consistency with this policy is not feasible, impacts on these resources would be mitigated in compliance with state and federal regulations. Policy ER 2.1.8 requires preservation and protection of oak woodlands and significant strands of oak trees. Policy ER 2.1.10 requires habitat assessments for sensitive species, and, if habitat is present, focused/protocol-level surveys (or assumed presence of species) for any project requiring discretionary approval. Avoidance and/or mitigation would be developed with the applicable resource agency. Policy ER 2.1.11 requires that the City coordinate closely with state and federal resource agencies to protect areas containing rare or endangered species. Policy ER 2.1.12 requires that the City continue its participation and support of the policies in the Natomas Basin Habitat Conservation Plan (NBHCP) for the protection of sensitive species in the Natomas Basin. Policy ER 2.1.13 supports regional habitat conservation planning efforts. Policy ER 2.1.16 supports natural-resource-related education programs for residents and visitors. Policy ER 2.1.17 encourages community volunteerism to help protect and rehabilitate local natural resources.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.3-6: Degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status fish.

Applicable Policies: ER 1.1.6, ER 1.1.10, ER 2.1.6, ER 2.1.10 through ER 2.1.13, ER 2.1.16, ER 2.1.17. Policy ER 1.1.6 requires control of the volume, frequency, duration and peak flows rate and runoff velocity from development projects to reduce downstream erosion and protect stream habitat. Policy ER 1.1.10 requires implementation of watershed awareness and other water-quality-related educational programs. Policy ER 2.1.6 requires preservation and protection of wetland resources, or mitigation of all adverse impacts in compliance with State and Federal regulations and on- or off-site permanent equivalent preservation. Policy ER 2.1.10 requires habitat assessments for sensitive species, and, if habitat is present, focused/protocol-level surveys (or assumed presence of species) for any project requiring discretionary approval. Avoidance and/or mitigation would be developed with the applicable resource agency. Policy ER 2.1.11 requires that the City coordinate closely with state and federal resource agencies to protect areas containing rare or endangered species. Policy ER 2.1.12 requires that the City continue its participation and support of the policies in the Natomas Basin Habitat Conservation Plan (NBHCP) for the protection of sensitive species in the Natomas Basin. Policy ER 2.1.13 supports regional habitat conservation planning efforts. Policy ER 2.1.16 supports natural-resource-related education programs for residents and visitors.

Policy ER 2.1.17 encourages community volunteerism to help protect and rehabilitate local natural resources.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.3-7: Loss or modification of riparian habitat.

Applicable Policies: LU 1.1.1, ER 1.1.1, ER 2.1.1 through ER 2.1.5, ER 2.1.9, ER 2.1.16, ER 2.1.17. Policy LU 1.1.1 requires the City to be the regional leader in sustainable development and encourage compact, higher-density development that conserves land resources and protects habitat, among other benefits. Policy ER 1.1.1 requires conservation and, where feasible, creation or restoration of areas that provide important water quality benefits. Policy ER 2.1.1 encourages new development to preserve onsite natural resources. Policy ER 2.1.2 requires preservation, protection, and access to designated open space areas along rivers, floodways, and floodplains, provided access would not disturb sensitive habitats or species. Policy ER 2.1.3 promotes preservation and restoration of contiguous areas of natural habitat throughout the city. Policy ER 2.1.4 requires the City to retain plant and wildlife habitat areas where there are known sensitive resources. Policy ER 2.1.5 requires the City to preserve the ecological integrity of waterways that support riparian resources by preserving native plants and removing, to the extent feasible, invasive nonnative plants. Policy ER 2.1.9 requires preservation and protection of undisturbed habitats that provide movement corridors for sensitive wildlife species. Policy ER 2.1.16 supports natural-resource-related education programs for residents and visitors. Policy ER 2.1.17 encourages community volunteerism to help protect and rehabilitate local natural resources.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.3-8: Impacts on state or federally protected wetlands and/or waters of the United States through direct removal, filling, or hydrological interruption.

Applicable Policies: LU 1.1.11, ER 1.1.1, ER 2.1.1, ER 2.1.6, ER 2.1.7, ER 2.1.11, ER 2.1.12, ER 2.1.16, ER 2.1.17. Policy LU 1.1.11 allows development intensity at less than the minimum floor ratio to allow avoidance of environmental features, such as wetlands. Policy ER 1.1.1 requires conservation and, where feasible, creation or restoration of areas that provide important water quality benefits. Policy ER 2.1.1 encourages new development to preserve onsite natural resources. Policy ER 2.1.6 requires preservation and protection of wetland resources, or mitigation of all adverse impacts in compliance with State

and Federal regulations and on- or off-site permanent equivalent preservation. ER 2.1.7 would help preserve and protect grasslands and vernal pools that provide habitat for rare and endangered species to the maximum extent feasible. If consistency with this policy is not feasible, impacts on these resources would be mitigated in compliance with state and federal regulations. Policy ER 2.1.11 requires that the City coordinate closely with state and federal resource agencies to protect areas containing rare or endangered species. Policy ER 2.1.12 requires that the City continue its participation and support of the policies in the Natomas Basin Habitat Conservation Plan (NBHCP) for the protection of sensitive species in the Natomas Basin. Policy ER 2.1.16 supports natural-resource-related education programs for residents and visitors. Policy ER 2.1.17 encourages community volunteerism to help protect and rehabilitate local natural resources.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.3-9: Loss of CDFW-defined sensitive natural communities, such as elderberry savanna, northern claypan vernal pool, and northern hardpan vernal pool.

Applicable Policies: LU 1.1.1, LU 1.1.11, U 1.1.12, ER2.1.1, ER 2.1.3, ER 2.1.4, ER 2.1.6, ER 2.1.7, ER 2.1.16, ER 2.1.17, NN.LU 1.41, NN.U 1.2. Policy LU 1.1.1 requires the City to be the regional leader in sustainable development and encourage compact, higher-density development that conserves land resources and protects habitat, among other benefits. Policy LU 1.1.11 allows development intensity at less than the minimum floor ratio to allow avoidance of environmental features, such as wetlands. Policy U 1.1.12 requires location and design of utilities to avoid or minimize impacts to environmentally sensitive areas and habitats. Policy ER 2.1.1 encourages new development to preserve onsite natural resources. Policy ER 2.1.3 promotes preservation and restoration of contiguous areas of natural habitat throughout the city. Policy ER 2.1.4 requires the City to retain plant and wildlife habitat areas where there are known sensitive resources. Policy ER 2.1.6 requires preservation and protection of wetland resources, or mitigation of all adverse impacts in compliance with State and Federal regulations and on- or off-site permanent equivalent preservation. ER 2.1.7 would help preserve and protect grasslands and vernal pools that provide habitat for rare and endangered species to the maximum extent feasible. If consistency with this policy is not feasible, impacts on these resources would be mitigated in compliance with state and federal regulations. Policy ER 2.1.16 supports natural-resource-related education programs for residents and visitors. Policy ER 2.1.17 encourages community volunteerism to help protect and rehabilitate local natural resources. North Natomas Community Plan Policy NN.LU 1.41 allows 50% of the required landscape setback to be used as open space, recreation, or habitat preservation, and NN.U.1.2 provides for taking

advantage of opportunities for recreation, open space, habitat, wetland enhancement, recreation and utility uses for drainage systems.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.3-10: Substantial reduction in the number of trees within the Policy Area.

Applicable Policies: ER 2.1.1, ER 2.1.8, ER 3.1.1, ER 3.1.3, ER 3.1.8, EC 2.1.16. Policy ER 2.1.1 encourages new development to preserve onsite natural resources. Policy ER 2.1.8 requires preservation and protection of oak woodlands and significant strands of oak trees. Policy ER 3.1.1 requires maintenance and implementation of an Urban Forest Management Plan. Policy ER 3.1.3 requires retention of City Heritage Trees, or where tree removal cannot be avoided, tree replacement or appropriate remediation. ER 3.1.8 requires the City to promote the importance and benefits of trees and the urban forest. Policy ER 2.1.16 supports natural-resource-related education programs for residents and visitors.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.3-12: Contribution to regional loss of sensitive natural communities including wetlands and riparian habitat in the region.

Applicable Policies: LU 1.1.1, LU 1.1.11, LU 9.1.1, U 1.1.12, ER 1.1.1, ER 2.1.1 through ER 2.1.9, ER 2.1.12 through ER 2.1.17, ER 4.2.3. LU 1.1.1 requires the City to be the regional leader in sustainable development and encourage compact, higher-density development that conserves land resources and protects habitat, among other benefits. Policy LU 1.1.11 allows development intensity at less than the minimum floor ratio to allow avoidance of environmental features, such as wetlands. Policy U 1.1.12 requires location and design of utilities to avoid or minimize impacts to environmentally sensitive areas and habitats. Policy ER 1.1.1 requires conservation and, where feasible, creation or restoration of areas that provide important water quality benefits. Policy ER 2.1.1 encourages new development to preserve onsite natural resources. . Policy ER 2.1.2 requires preservation, protection, and access to designated open space areas along rivers, floodways, and floodplains, provided access would not disturb sensitive habitats or species. Policy ER 2.1.3 promotes preservation and restoration of contiguous areas of natural habitat throughout the city. Policy ER 2.1.4 requires the City to retain plant and wildlife habitat areas where there are known sensitive resources. Policy ER 2.1.5 requires the City to preserve the ecological integrity of waterways that support riparian resources by preserving

native plants and removing, to the extent feasible, invasive nonnative plants. Policy ER 2.1.6 requires preservation and protection of wetland resources, or mitigation of all adverse impacts in compliance with State and Federal regulations and on- or off-site permanent equivalent preservation. ER 2.1.7 would help preserve and protect grasslands and vernal pools that provide habitat for rare and endangered species to the maximum extent feasible. If consistency with this policy is not feasible, impacts on these resources would be mitigated in compliance with state and federal regulations. . Policy ER 2.1.8 requires preservation and protection of oak woodlands and significant strands of oak trees. Policy ER 2.1.9 requires preservation and protection of undisturbed habitats that provide movement corridors for sensitive wildlife species. Policy ER 2.1.12 requires that the City continue its participation and support of the policies in the Natomas Basin Habitat Conservation Plan (NBHCP) for the protection of sensitive species in the Natomas Basin. Policy ER 2.1.13 supports regional habitat conservation planning efforts. Policy ER 2.1.14 supports efforts to adaptively manage wildlife preserves to ensure adequate connectivity, habitat range, and diversity of topographic and climatic conditions are provided for species to move as climate shifts. Policy ER 2.1.15 supports active habitat restoration and enhancement to reduce the impact of climate change stressors and improve resilience of habitat within existing parks and open space. Policy ER 2.1.16 supports natural-resource-related education programs for residents and visitors. Policy ER 2.1.17 encourages community volunteerism to help protect and rehabilitate local natural resources.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Geology, Soils, and Mineral Resources

Impact 4.5-1: Exposure of people to risk from seismic hazards, such as groundshaking and liquefaction.

Applicable Policies: PHS 3.1.8, EC 1.1.1, EC 1.1.2. Policy PHS 3.1.8 requires review of proposed facilities that would produce or store hazardous materials for seismic and geologic hazard, proximity to residential development, and the nature of the risk. Policies EC 1.1.1 and EC 1.1.2 require the City to keep up-to-date records of seismic conditions, implement and enforces the most current building standards, and continue to require that site-specific geotechnical analyses be prepared for projects within the city and that report recommendations are implemented.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.5-2: Exposure of people to risk associated with unstable soil conditions, including expansive soils and subsidence.

Applicable Policies: EC 1.1.1 and EC 1.1.2. Policies EC 1.1.1 and EC 1.1.2 require the City to keep up-to-date records of seismic conditions, implement and enforces the most current building standards, and continue to require that site-specific geotechnical analyses be prepared for projects within the city and that report recommendations are implemented.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.5-3: Potential to cause substantial soil erosion.

Applicable Policies: EC 1.1.2 and ER 1.1.7. Policy EC 1.1.2 requires that each project within the city prepare a geotechnical investigation to determine site-specific seismic and soil characteristics and recommend appropriate mitigation measures to mitigate any potential impacts. Proposed Policy ER 1.1.7 requires that necessary erosion control measures are used during site development activities for all projects in the city.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.5-4: Loss of the availability of known mineral resources of State, regional, or local importance.

Applicable Policies: ER 5.1.1, ER 5.1.2, ER 5.1.3. Policies ER 5.1.1 and ER 5.1.3 protect mineral extraction activities within the city from surrounding uses. For areas where future development could occur, proposed General Plan Policy ER 5.1.2 requires that future projects near mining activities are compatible with such activities and requires buffer and setbacks from areas classified as MRZ-2.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.5-5: Directly or indirectly destroy a unique paleontological resource or site.

Applicable Policy: HCR 2.1.16. Policy HCR 2.1.16 requires the City to identify and protect paleontological resources in compliance with accepted protocols. Specifically, Implementation Program 13 requires amendment of the Sacramento

Code to require discovery procedures for paleontological resources found during grading, excavation, or construction.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Hazards and Hazardous Materials

Impact 4.6-1: Exposure of people to hazards and hazardous materials during construction activities.

Applicable Policies: LU 2.8.5, PHS 2.2.9, PHS 3.1.1, PHS 3.1.2, PHS 3.1.4, PHS 4.1.1, PHS 4.1.3 through 4.1.6. Policy LU 2.8.5 requires discouragement of establishment or expansion of potentially hazardous uses that have the potential to disproportionately impact minority or low-income populations. Policy PHS 2.2.9 requires inclusion of emergency responders in the review of development proposals to ensure adequate emergency response times. Policy PHS 3.1.1 requires that buildings and sites under consideration for new development or redevelopment are investigated for the presence of hazardous materials prior to development activities. Policy PHS 3.1.2 requires that property owners of contaminated sites develop plans to investigate and manage hazardous material contamination to prevent risk to human health or the environment. Policy PHS 3.1.4 requires restriction of hazardous materials transport to designated routes. Policy PHS 4.1.1 requires maintenance and implementation of the Sacramento County Multi-Hazard Emergency Plan to address disasters. Policy PHS 4.1.3 requires the City, in conjunction with other local, State, and Federal agencies, to ensure operational readiness of the Emergency Operations Center, conduct annual training for staff, and maintain, test, and update equipment to current standards. Policy PHS 4.1.4 requires coordination with local and regional jurisdictions to conduct emergency and disaster preparedness exercises to test operational and emergency plans. Policy PHS 4.1.5 requires participation in mutual aid agreements to ensure adequate resources, facilities, and support for emergency response. Policy PHS 4.1.6 requires sponsorship and support of educational programs related to emergency response, disaster preparedness, and disaster risk reduction.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.6-2: Exposure of people to hazards and hazardous materials during the life of the General Plan.

Applicable Policies: LU 2.8.5, LU 7.2.8, PHS 3.1.1 through 3.1.8, PHS 4.1.1, PHS 4.1.3 through PHS 4.1.6, PHS 5.1.8, EC 2.1.21, EC 2.1.23, SA.M 1.11, SA.M 1.12, SA.PHS 1.1, NS.LU 1.30. Policy LU 2.8.5 requires discouragement

of establishment or expansion of potentially hazardous uses that have the potential to disproportionately impact minority or low-income populations. Policy LU 7.2.8 requires industrial uses that use toxic or hazardous materials to be sited away from existing or planned residential, commercial, or employment uses and to prepare Hazardous Substance Management Plans to limit contamination potential. Policy PHS 3.1.4 restricts transportation of hazardous materials to designated routes within the city to protect public safety. However, it is possible that small quantities of hazardous materials could be transported along roads throughout the city on a daily basis. Policy PHS 3.1.5 encourages clean industries within the city, while discouraging businesses that require onsite treatment of solid waste. With implementation of Policy PHS 3.1.6, future development of hazardous material treatment, storage, and disposal facilities would be consistent with the County's Hazardous Waste Management Plan and compatible with nearby land uses. Policy PHS 3.1.7 requires continued education of residents and business regarding reduction or elimination of hazardous materials and products and encouragement for use of safer, nontoxic, environmentally friendly equivalents. Policy PHS 3.1.8 requires review of proposed facilities that would produce or store hazardous materials for seismic and geologic hazard, proximity to residential development, and the nature of the risk. The City would also maintain a Multi-Hazard Emergency Response Plan to address hazardous materials spills as required by Policy PHS 4.1.1. Policy PHS 4.1.3 requires the City, in conjunction with other local, State, and Federal agencies, to ensure operational readiness of the Emergency Operations Center, conduct annual training for staff, and maintain, test, and update equipment to current standards. Policy PHS 4.1.4 requires coordination with local and regional jurisdictions to conduct emergency and disaster preparedness exercises to test operational and emergency plans. Policy PHS 4.1.5 requires participation in mutual aid agreements to ensure adequate resources, facilities, and support for emergency response. Policy PHS 4.1.6 requires sponsorship and support of educational programs related to emergency response, disaster preparedness, and disaster risk reduction. South Area Community Plan Policies SA.M 1.11 and 1.12 relate to airport safety and planning. SA.PHS 1.1 promotes emergency service coverage in the Valley Hi/North Laguna area. North Sacramento Community Plan Policy NS.LU 1.30 allows low intensity uses in proximity to airport safety zones associated with McClellan Airport operations.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.6-3: Effects to emergency vehicle response times resulting from change in LOS standard.

Applicable Policies: M 1.3.3, M 4.1.1, M 4.2.6, PHS 1.1.2, PHS 1.1.4, PHS 1.1.5, PHS 2.1.2, PHS 2.1.4, PHS 2.1.5, PHS 2.1.7, PHS 4.1.5. Policies M 1.1.3, M 4.1.1 and M 4.2.6, prioritizes emergency service needs when developing

transportation plans, making transportation network changes and creating new street configurations. Policies PHS 1.1.2 and PHS 2.1.2, to achieve and maintain optimal response times for police, fire, and emergency medical services. Policy PHS 4.1.5 requires participation in mutual aid agreements to ensure adequate resources, facilities, and support for emergency response.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Hydrology, Water Quality, and Flooding

Impact 4.7-1: Potential to degrade water quality due to increases in sediments and other contaminants generated by construction and/or operational activities.

Applicable Policies: ER 1.1.1 through ER 1.1.10. Policies ER 1.1.1 – 1.1.10 require: the City to meet water quality requirements of the Phase 1 NPDES Permit; construction contractors to comply with erosion and sediment control and stormwater discharge regulations; watershed education to City staff; and preparation of watershed drainage plans.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.7-2: Potential to generate new sources of polluted runoff that could violate water quality standards.

Applicable Policies: U 1.1.1 – 1.1.5; ER 1.1.3 through ER 1.1.6. Policies U1.1.1 through 1.1.5 require that the City provides and maintains adequate stormwater drainage utility services. Policies ER 1.1.3 through ER 1.1.10 implement measures to reduce post-construction increases in runoff rates, maintain agreements for selected on-site stormwater quality facilities through the development permit process, reduce use of chemicals applied for landscape use, provide recycling programs and facilities to prevent unauthorized dumping, and provide watershed education to City staff.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.7-3: Potential to increase exposure of the number of people and/or property to risk of injury and damage from a major flood event.

Applicable Policies: U 4.1.1 through U 4.1.5, EC 2.1.2 through EC 2.1.16. Policies EC 2.1.1 through EC 2.1.28, and Implementation Programs 2 through 9 minimize flood-related impacts to existing and new city residents and essential public facilities. Most notably, Policy EC 2.1.13 requires the City to work with SAFCA to achieve by 2020 local-certification of levees for 200-year flood protection. And Policy EC 2.1.11 requires evaluation of potential flood hazards prior to City approval of development projects in order to determine whether the proposed development is reasonably safe from flooding and consistent with DWR Urban Level of Flood Protection Criteria, which is the level of protection that is necessary to withstand a 200-year flood. The policy goes on to state that the City shall not approve new development or a subdivision or enter into a development agreement for any property within a flood hazard zone unless the adequacy of flood protection specific to the area has been demonstrated. Policy EC 2.1.28 requires the City to partner with relevant organizations and agencies when updating critical flood plans (including FEMA and DWR flood hazard maps; the City's Comprehensive Flood Management Plan; and the County-wide Local Hazard Mitigation Plan) to consider of the impacts of urbanization and climate change on long-term flood safety and long-term flood event probabilities.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Noise and Vibration

Impact 4.8-3: Potential for construction noise levels to exceed the standards in the City of Sacramento Noise Ordinance.

Applicable Policy: EC 3.1.10. Policy EC 3.1.10 requires proponents of development projects to assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on these uses, to the extent feasible.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.8-5: Exposure of residential and commercial areas to vibration peak particle velocities greater than 0.5 inches per second due to adjacent highway traffic and rail operations.

Applicable Policy: EC 3.1.6. Policy EC 3.1.6 requires new residential and commercial projects located adjacent to major freeways, hard rail lines, or light rail lines to conduct a site-specific vibration study and implement all feasible mitigation, including design features, setbacks, and wall and window insulation. Implementation of this policy would limit vibration impacts and would ensure adherence to vibration guidelines.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.8-6: Exposure of historic buildings to vibration-peak-particle velocities greater than 0.25 inches per second due to project construction, highway traffic, and rail operations.

Applicable Policy: EC 3.1.7. Policy EC 3.1.7 would ensure that the City require an assessment of the damage potential of vibration-induced construction activities or proposed new light rail lines in close proximity to historic buildings and require all feasible mitigation measures be implemented to ensure no damage would occur, including setbacks, pre-drilling for piles, use of screw piles, and other best practices.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Parks and Recreation

Impact 4.9-1: Potential physical deterioration of existing parks or recreational facilities due to increased use.

Applicable Policies: ERC 2.1.1, ERC 2.2.1 through ERC 2.2.8, ERC 2.2.11, ERC 2.2.17, ERC 2.2.18, ERC 2.4.1, ERC 2.4.2, ERC 2.5.1, ERC 2.5.4. Policy ERC 2.1.1 requires the City to develop and maintain a complete system of public parks and open space areas throughout Sacramento that provides opportunities for both passive and active recreation. Policies ERC 2.2.1 through ERC 2.2.8 require maintenance and implementation of a Parks and Recreation Master Plan, appropriate timing of parks development, provision of accessible parks within one-half mile of residences, meeting service level standards and goals, exploring creative solutions to provide neighborhood park facilities, preservation and replacement of parks, and prioritization of park investment. Policy ERC 2.4.1 requires the City to maintain service levels to provide linear parks/parkways and trails/bikeways. Policy 2.4.2 requires coordination with local, regional, and State partners to manage, preserve, and enhance the Sacramento and American River Parkways and other local waterways and riparian corridors. Policy ERC 2.5.4 requires the City to fund the costs of acquisition and development of neighborhood and community parks and community and recreation facilities through land dedication, in lieu fees, and/or development impact fees.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.9-2: Potential to increase need for construction or expansion of recreational facilities.

Applicable Policies: ERC 2.1.1, ERC 2.2.1 through ERC 2.2.8, ERC 2.2.11, ERC 2.2.17, ERC 2.2.18, ERC 2.4.1, ERC 2.4.2, ERC 2.5.1, ERC 2.5.4. Policy ERC 2.1.1 requires the City to develop and maintain a complete system of public parks and open space areas throughout Sacramento that provides opportunities for both passive and active recreation. Policies ERC 2.2.1 through ERC 2.2.8 require maintenance and implementation of a Parks and Recreation Master Plan, appropriate timing of parks development, provision of accessible parks within one-half mile of residences, meeting service level standards and goals, exploring creative solutions to provide neighborhood park facilities, preservation and replacement of parks, and prioritization of park investment. Policy ERC 2.4.1 requires the City to maintain service levels to provide linear parks/parkways and trails/bikeways. Policy 2.4.2 requires coordination with local, regional, and State partners to manage, preserve, and enhance the Sacramento and American River Parkways and other local waterways and riparian corridors. Policy ERC 2.5.4 requires the City to fund the costs of acquisition and development of neighborhood and community parks and community and recreation facilities through land dedication, in lieu fees, and/or development impact fees.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Public Services

Impact 4.10-1: Potential need to construct new or expanded facilities related to the provision of police protection.

Applicable Policies: PHS 1.1.1 through PHS 1.1.7, PHS 1.1.12. Policy PHS 1.1.1 calls for the City to prepare a Police Master Plan to address staffing needs, facility needs, deployment strategies, and service goals. The Master Plan would be the guiding document for police services in the city. Policies PHS 1.1.2 and PHS 1.1.3 require that the City maintain optimum staffing levels and response times in order to provide quality police services to the community. Policy PHS 1.1.4 mandates that the City keep pace with all development and growth within the city and adequate facilities and staffing are available to serve residents prior to occupation of new development. Policies PHS 1.1.5 and PHS 1.1.12 also deal with the distribution and cooperative delivery of services to residents within the city to ensure optimal police response to all city residents. Policy PHS 1.1.6 seeks to co-locate police facilities with other City facilities, such as fire stations, when appropriate, to promote efficient use of space and efficient provision of police protection services within dense, urban portions of the city.

Policy PHS 1.1.7 seeks to prevent crime by implementing Crime Prevention through Environmental Design strategies.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.10-2: Potential need to construct new, or expand existing facilities related to the provision of fire protection.

Applicable Policies: PHS 2.1.1 through PHS 2.1.7, PHS 2.1.10, PHS 2.2.4, PHS 2.2.7, PHS 2.2.8. Policy PHS 2.1.1 calls for the City to prepare a Fire Strategic Plan. The Strategic Plan would be the guiding document for the provision of fire services in the city. Policies PHS 2.1.2 and PHS 2.1.3 require that the City maintain emergency response times and staffing levels to ensure optimal fire protection in the community. Policy PHS 2.1.4 further requires additional fire protection resources be supplied when a fire station/company experiences call volumes exceeding 3,500 in a year and Policy PHS 2.1.6 requires that new fire stations are located strategically throughout the city to provide optimum response times to all areas. Policies PHS 2.1.5 and PHS 2.1.7 require new development to set aside land for future fire stations and ensure that adequate fire protection and emergency medical response facilities, equipment, and staffing are available prior to occupation of new development and redevelopment areas. PHS 2.2.4 ensures that adequate water supplies, pressure, and infrastructure are available in infill and newly developing areas. Policies PHS 2.2.7 and PHS 2.2.8 require that the City work to inform the SFD of potential wildland risks and impose a method to increase fire prevention. In addition, Policy PHS 2.1.10 requires that the City work with other agencies to provide regional cooperative delivery of fire protection and emergency medical services.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.10-3: Potential to impact schools due to generation of additional elementary, middle, and high school students.

Applicable Policies: ERC 1.1.1 through ERC 1.1.3. Policies ERC 1.1.1 and ERC 1.1.2 encourages the City to work with school districts to ensure that schools are provided to serve all existing and future residents and constructed in the neighborhoods that they serve, in safe locations, and connected to surrounding uses by walkways, bicycle paths, and greenways. Policy ERC 1.1.3 suggests that schools be developed with joint uses to integrate recreational, cultural, and non-school related activities.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 10-4: Potential to impact higher education facilities due to generation of additional post-secondary students.

Applicable Policies: ERC 1.1.5, ERC 1.1.7. Policy ERC 1.1.5 encourages the development, expansion, and upgrade of higher education facilities. Policy ERC 1.1.7 requires the City to cooperate with higher education systems to explore the possibility of a multi-university campus.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.10-5: Potential need to construct new or expanded facilities related to the provision of library services.

Applicable Policies: ERC 3.1.1 through ERC 3.1.4, ERC 3.1.7. Policy ERC 3.1.1 requires that adequate library services and facilities are maintained for all residents. Policies ERC 3.1.2 and ERC 3.1.4 address siting including locating libraries in higher density and infill areas, near arterials and transit routes, and in joint-operation with public and private agencies at locations such as school sites or community centers. These policies ensure that libraries are accessible to a wide range of people and are near major community gathering locations. Policy ERC 3.1.3 gives library construction priority to areas in the city that are underserved. Policy ERC 3.1.7 ensures that funding methods are explored jointly between the City and Sacramento Public Library Authority.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.10-6: Potential need to construct new or the expanded emergency response facilities related to the provision of emergency services.

Applicable Policies: PHS 4.1.1 through PHS 4.1.5, PHS 5.1.1. Policies PHS 4.1.1 through PHS 4.1.4 are aimed at ensuring that there is adequate disaster preparedness in the city. The City must maintain the Emergency Operations Plan that includes information on disaster preparedness, ensure the operational readiness of the Emergency Operations Center, train staff and conduct emergency and disaster preparedness exercises to test operational and emergency plans, and sponsor and support educational programs pertaining to emergency response, disaster preparedness protocols and procedures, and disaster risk reduction. Policy PHS 4.1.5 ensures that the City participate in

mutual aid agreements to ensure that adequate resources, facilities, and other support is provided in the event of a disaster. Policy PHS 5.1.1 would help ensure that adequate human services and medical facilities are established in the city to serve the city population.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Public Utilities

Impact 4.11-1: Potential to increase demand for potable water beyond available supply.

Applicable Policies: U 2.1.11 through 2.1.16, and U2.1.17. Policy U 2.1.11 requires implementation of conservation programs to increase water efficiency. Policy U2.1.12 continues the City's enforcement of water conservation measures. Policy U2.1.13 requires continued investigation of recycled water. Policy U.2.1.14 requires promotion of rain capture systems. Policy U2.1.14 requires the use of water-efficient landscaping in all new development. Policy U2.1.15 requires the use of native and climate appropriate plants; and U.2.17, which requires continued public education and outreach campaigns to promote water conservation. Implementation of these policies would reduce demand for potable water.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.11-3: Potential to generate additional wastewater and stormwater, which could require the expansion of existing conveyance facilities.

Applicable Policies: U 1.1.1 through U.1.1.8, U 3.1.2, U 3.1.3, U 3.1.4, and U 4.1.1 through U 4.1.3. Policies U 1.1.1 through U 1.1.8 require adequate provision of utilities, establishment and maintenance of citywide utility service standards, provision of sustainable utility facilities and services, requiring new development to provide adequate facilities or pay fair share cost, development and implementation of a utilities financing strategy, identification and prioritization of infill areas for infrastructure improvements, and supporting development of joint-use facilities. Policy U 3.1.2 requires design of public facilities and infrastructure to meet ultimate capacity needs. Policy U 3.1.3 requires development of design standards to reduce infiltration into new City-maintained sewer pipes. Policy U 3.1.4 requires continuation of rehabilitation of the Combined Sewer System to decrease flooding and outflows or overflows. Policy U 4.1.1 that requires the City to ensure that all new drainage facilities are adequately sized to accommodate stormwater runoff. Policy U 4.1.2 requires the

City to ensure that public facilities and infrastructure are designed pursuant to basin master plans and Policy U 4.1.3 states that the City shall coordinate with the County as well as other agencies in the development of regional stormwater facilities.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.11-4: Potential to require the need for expansion of wastewater treatment facilities, which could adversely affect the environment.

Applicable Policies: U 1.1.1 through U.1.1.8, U 3.1.2, U 3.1.3, U 3.1.4. Policies U 1.1.1 through U 1.1.8 require adequate provision of utilities, establishment and maintenance of citywide utility service standards, provision of sustainable utility facilities and services, requiring new development to provide adequate facilities or pay fair share cost, development and implementation of a utilities financing strategy, identification and prioritization of infill areas for infrastructure improvements, and supporting development of joint-use facilities. Policy U 3.1.2 requires design of public facilities and infrastructure to meet ultimate capacity needs. Policy U 3.1.3 requires development of design standards to reduce infiltration into new City-maintained sewer pipes. Policy U 3.1.4 requires continuation of rehabilitation of the Combined Sewer System to decrease flooding and outflows or overflows.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.11-5: Potential to result in the construction of new solid waste facilities or expansion of existing facilities.

Applicable Policies: U 5.1.1 through U 5.1.25. Policies 5.1.1 requires the city to achieve zero waste to landfills by 2040 through reusing, reducing, and recycling solid waste, and in the interim, achieve a waste reduction goal of 75% diversion by 2020 over 2005 levels and 90% diversion by 2030. Policies 5.1.2 through 5.1.4 require continued coordination with the County in providing long-term disposal capacity and GHG reduction, provision of adequate transfer station facilities, and ensuring equitable distribution of solid waste and recycling facilities. The programs provided through Policies U 5.1.5 to U 5.1.13 are designed to ensure the City continues to provide recycling and clean-up services for its residents and businesses. Many of these programs are already in place, and continue to promote waste diversion, which will help reduce waste flow to landfills. Policies U.5.1.15 to U.5.1.21 provide long-term objectives for minimizing the city's contribution to solid waste by providing additional encouragement and education regarding recycling and development of new techniques for solid

waste disposal. Policies U5.1.22 through U5.1.25 promote composting and vermiculture, education and outreach related to composting, support Solid Waste Authority's Sacramento Greencycle effort, and sponsor educational programs regarding benefits of solid waste diversion and recycling.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.11-6: Potential to require or result in the construction of new energy production or transmission facilities.

Applicable Policies: U 6.1.1 through U 6.1.17. Policies U 6.1.1 through U 6.1.4 require the City to work closely with local utility providers to ensure adequate provision of electricity and natural gas, reduction of peak electric load by 10% by 2020 compared to 2004, reduction of fleet GHG emissions by 75% by 2020 compared to 2005, and improve energy efficiency of City facilities by 25% by 2030 compared to 2005. Policy U 6.1.5 would encourage new and existing residential and commercial developers to use renewable and recyclable energy and consume 25 percent less energy compared to the baseline year of 2005. Policies U 6.1.6 through U 6.1.8 focus on promoting the use of renewable resources, which would help reduce the cumulative impacts associated with non-renewable energy sources. Standards and incentives related to energy-efficiency proposed by Policies U 6.1.10 through U 6.1.13 would have a lasting positive effect on the cumulative impacts in the Policy Area. Policies U 6.1.11 through U 6.1.17 require energy efficiency improvements, incentives, partnerships, and education.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.11-7: Potential to require the construction of new or expansion of existing telecommunication facilities.

Applicable Policies: U 7.1.1 through U 7.1.8. Policies U 7.1.1, U 7.1.2, U 7.1.4, and U 7.1.6 would allow the City to work closely with telecommunications providers to maintain necessary service levels while regulating development of new facilities. Policy U 7.1.2 would ensure utility companies retrofit areas that do not have facilities that meet current telecommunication technologies and provide strategies for long-range planning of telecommunication facilities for new development areas. Additionally, Policy U 7.1.6 specifically requires the City to implement state-of-the-art internal telecommunication facilities and software in large scale planned communities and office and commercial developments. Policies U 7.1.3 and U 7.1.4 address future advances in telecommunication, and ensure that utility providers within the city would be encouraged to maintain

state-of-the-art facilities and practices, including those that help minimize demand for telecommunication services and, subsequently, construction of new facilities.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Transportation and Circulation

Impact 4.12-1: Potential to adversely affect pedestrian, bicycle, transit, and other non-auto mobility in conjunction with planned future development in the region.

Applicable Policies: M 1.1.1, M 1.2.1 through M 1.2.3, M 1.3.1 through M 1.3.5, M 1.4.3, M 4.2.1 through M 4.2.6, LU 1.1.5, LU 2.6.1, LU 2.7.6, LU 4.1.3, LU 4.1.6, and LU 4.2.1. Policy M1.1.1 requires the City to preserve and manage rights-of-way consistent with City standards. Policies M1.2.1 through M1.2.3 require management of the circulation system to ensure safe conditions and quality of the system and prioritization of emergency service needs when developing transportation plans and network changes. Policies M 1.3.1 through M 1.3.5 promote efficient travel for all modes by requiring applicable new development to develop a well-connected transportation grid or modified grid network, by eliminating gaps in the network, improving transit access, removing barriers to accessibility, and improving connections to transit stations. Policy M 1.4.3 encourages residential developments to participate in or create Transportation Management Associations to reduce single-occupant vehicle trips. Policies M 4.2.1 through M 4.2.6 promotes pedestrian and bicycle transportation by ensuring that roadway projects designate sufficient travel spaces for all users, Ensuring adequate street tree canopy, addition of pedestrian and bicycle facilities on bridges, designate multi-modal corridors in the Central City, and identifying and filling gaps to make streets more complete. Policy LU 1.1.5 promotes infill development, reuse, and growth, including promoting pedestrian- and bicycle-friendly neighborhoods. Policy LU 2.6.1 promotes compact development patterns, mixed use, and higher-development intensities that facilitate walking, bicycling, and transit use. Policy LU 2.7.6 requires new development and reuse and investment projects to create walkable, pedestrian-scaled blocks, publicly accessible mid-block and alley pedestrian routes where appropriate, and sidewalks appropriately scaled for the anticipated pedestrian use. Policy LU 4.1.6 promotes better multi-model connections between residential neighborhoods and community-supportive destinations. Policy LU 4.2.1 requires the City to pursue opportunities to promote walking and biking in existing suburban neighborhoods.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.12-2: Adverse effects to roadway LOS within the Policy Area associated with planned future development in the region.

Applicable Policies: M 1.2.2, M 1.3.1 through M 1.3.6, M 1.4.1, and M 1.4.2. Policy M 1.2.2 requires implementation of a flexible Level of Service (LOS) standard. Policies M 1.3.1 through M 1.3.5 promote efficient travel for all modes by requiring applicable new development to develop a well-connected transportation grid or modified grid network, by eliminating gaps in the network, improving transit access, removing barriers to accessibility, and improving connections to transit stations. Policy M 1.3.6 requires the City to work with adjacent jurisdictions and SACOG to identify linkage opportunities for existing and future transportation corridors through jurisdictional boundaries. Policies M 1.4.1 and M 1.4.2 promote increase in vehicle occupancy and reduction of single-occupancy vehicle trips.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.12-5: Potential construction-related impacts to the local roadway network.

Applicable Policies: M 1.2.2, M 4.1.1, LU 2.5.1. Policy M 1.2.2 requires implementation of a flexible Level of Service (LOS) standard. Policy M 1.4.1 promotes increase in vehicle occupancy. Policy LU 2.5.1 requires new development to maximize connection and minimize barriers between neighborhoods, corridors, and centers.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Visual Resources

Impact 4.13-1: Creation of a new source of light or glare that is substantially greater than typical urban sources and may cause sustained annoyance and/or hazard for nearby, visually sensitive receptors, such as neighborhood residents.

Applicable Policies: LU 6.1.12, ER 7.1.3, ER 7.1.4. Policy ER 7.1.3 requires that misdirected, excessive, or unnecessary outdoor lighting be minimized. Policy LU 6.1.12, Compatibility with Adjoining Uses, includes a requirement for lighting to be shielded and directed downward to minimize impacts on adjacent residential uses. Policy ER 7.1.4 prohibits new development from (1) using reflective glass that exceeds 50 percent of any building surface and on the

bottom three floors, (2) using mirrored glass, (3) using black glass that exceeds 25 percent of any surface of a building, (4) using metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building, and (5) using exposed concrete that exceeds 50 percent of any building. These design features would minimize potential impacts related to daytime glare.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Impact 4.13-2: Interference with an important, existing scenic resource or degrade the view of an important, existing scenic resource, as seen from a visually sensitive, public location.

Applicable Policies: LU 2.2.1 through 2.2.3, LU 2.3.1, LU 2.3.2, LU 5.6.4, LU 5.6.5, LU 6.1.12, LU 9.1.4, ER 7.1.1, ER 7.1.2, ER 7.1.5. Policies LU 2.2.1 through LU 2.3.3 encourage access to and protection of rivers and waterways by encouraging conservation and restoration and improving access. Policy LU 2.3.2 requires development adjacent to parks and opens spaces to complement and benefit the park and opens space in part by preserving visual access, requiring development to front, using single-loaded streets, providing pedestrian and multi-use trails. Policy LU 5.6.5 protects views of the capitol by requiring conformance with the Capitol View Protection Act. Policy LU 6.1.12 requires compatibility with adjoining uses, including height, setbacks, landscaping, and lighting. Policy LU 9.1.4 requires use of open space to soften edges between urban and natural environments. Policy ER 7.1.1 would guide the City to avoid or reduce substantial adverse effects of new development on views from public places to the Sacramento and American Rivers and adjacent greenways, landmarks, and the State Capitol along Capitol Mall. This is further complemented by Policy ER 7.1.2, which states that the City shall require new development be located and designed to visually complement the natural environment/setting when near the Sacramento and American Rivers, and along streams.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

Climate Change

Impact 4.14-1: Potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

Applicable Policies: LU 1.1.4, LU 1.1.5, LU 1.1.10, LU 2.2.2, LU 2.3.1, LU 2.4.1, LU 2.5.1, LU 2.5.2, LU 2.6.1, LU 2.6.3 through 2.6.11, LU 2.7.6, LU 2.8.4, LU 2.8.6, LU 4.1.1 through 4.1.4, LU 4.1.6 through 4.1.10, LU 4.2.1, LU 4.2.2, LU 4.3.1, LU 4.3.2, LU 4.4.6, LU 4.5.2, LU 4.5.3, LU 4.5.4, LU 4.5.5, LU 5.1.2,

LU 5.1.4, LU 5.1.5, LU 5.4.1, LU 5.4.2, LU 5.4.3, LU 5.5.1, LU 5.6.2, LU 5.6.3, LU 6.1.1 through LU 6.1.6, LU 6.1.8, LU 6.1.9, LU 7.1.2, LU 7.1.4, LU 8.2.2, LU 8.2.6, LU 8.2.7, LU 9.1.3, LU 10.1.3, HCR 2.1.6, HCR 2.1.7, HCR 2.1.10 through HCR 2.1.12, HCR 2.1.14, HCR 2.1.15, HCR 2.1.17, ED 1.1.7, ED 3.1.9, M 1.3.3, M 1.3.5, M 1.4.1 through M 1.4.3, M 1.5.1, M 1.5.2, M 1.5.4, M 1.5.5, M 2.1.1 through M 2.1.5, M 2.1.7, M 2.1.9, M 3.1.1 through M 3.1.5, M 3.1.8 through M 3.1.10, M 3.1.12, M 3.1.13 through M 3.1.20, M 3.2.1 through M 3.2.5, M 3.3.1, M 4.2.1 through M 4.2.6, M 4.3.1, M 4.3.2, M 4.4.2 through M 4.4.4, M 5.1.1 through M 5.1.14, M 6.1.1, M 6.1.2, M 6.1.4, M 6.1.7, M 6.1.8, M 9.1.3, U 1.1.8, U 1.1.9, U 2.1.2, U 2.1.10 through U 2.1.17, U 3.1.2, U 3.1.5, U 4.1.2, U 4.1.5, U 4.1.6, U 5.1.1, U 5.1.2, U 5.1.4, U 5.1.8, U 5.1.10 through U 5.1.17, U 5.1.20 through U 5.1.25, U 6.1.2 through U 6.1.11, U 6.1.13 through U 6.1.17, PHS 4.1.1, PHS 4.1.7, PHS 5.1.7 through PHS 5.1.15, ER 1.1.1, ER 1.1.8, ER 1.1.9, ER 2.1.1 through ER 2.1.9, ER 2.1.14 through ER 2.1.16, ER 3.1.1 through ER 3.1.9, ER 4.1.1, ER 4.2.1 through ER 4.2.3, ER 6.1.1 through ER 6.1.3, ER 6.1.5 through ER 6.1.14, EC 2.1.28. The proposed General Plan contains a comprehensive strategy that achieves a community-wide GHG emissions reduction target of 15 percent below 2005 levels by the year 2020, and sets the City on course towards reducing ongoing GHG emissions reductions in the future through 2035 and 2050. The proposed 2035 General Plan incorporates the GHG reduction strategy of the 2012 CAP, which demonstrates the project's compliance mechanism for achieving the City's adopted GHG reduction target of 15 percent below 2005 emissions by 2020. Policy ER 6.1.8 commits the City to assess and monitor performance of GHG emissions reduction efforts beyond 2020, and progress toward meeting long-term GHG emissions reduction goals. Policy ER 6.1.9 also commits the City to evaluate the feasibility and effectiveness of new GHG emissions reduction measures in view of the City's longer-term GHG emission reduction goals.

Finding: The provisions of the 2035 General Plan identified above will avoid or substantially lessen the significant environmental effect as identified in the Master EIR and the impact is less than significant.

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

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

jurisdiction of another public agency and not the City, are set forth below. Notwithstanding the disclosure of these impacts, the City Council elects to approve the Project due to the overriding considerations set forth below in Section G, the statement of overriding considerations.

Transportation and Circulation

Impact 4.12-3: Potential adverse effects to roadway segments located in adjacent jurisdictions resulting from planned development under the 2035 General Plan, such that the jurisdiction's minimum acceptable level-of-service thresholds are not met.

Applicable Policies: **M 1.2.2, M 1.3.1, M 1.3.2, M 1.3.3, M 1.3.5, M 1.3.6, M 1.4.1, and M 1.4.2.** Policies M1.2.2 through M1.2.3 require management of the circulation system to ensure safe conditions of the system. Policies M 1.3.1 through 1.3.3 and M 1.3.5 promote efficient travel for all modes by requiring applicable new development to develop a well-connected transportation grid or modified grid network, by eliminating gaps in the network, improving transit access, removing barriers to accessibility, and improving connections to transit stations. Policy M 1.3.6 requires the City to work with adjacent jurisdictions and SACOG to identify linkage opportunities for existing and future transportation corridors through jurisdictional boundaries. Policies M 1.4.1 and M 1.4.2 promote increase in vehicle occupancy and reduction of single-occupancy vehicle trips.

Mitigation Measure: 4.14-1 Widen 47th Avenue from 4 to 6 Lanes. Widening the segment of 47th Avenue between SR 99 and Stockton Boulevard from 4 lanes to 6 lanes would mitigate this impact by improving operations on this segment to LOS B. This would reduce the impact to a less-than-significant level. Because this segment of 47th Avenue is a county road and does not fall within the City's jurisdiction, the City cannot ensure implementation of this mitigation measure. This mitigation measure is also not consistent with the County of Sacramento's General Plan and may be infeasible due to physically constrained right-of-way.

Finding: Widening this segment of 47th Avenue is not consistent with the Sacramento County General Plan. Implementation of this mitigation measure could also result in additional environmental impacts. This section of 47th Avenue is highly urbanized; however, vacant land does exist along this alignment, as well as drainage features. Potential impacts could include construction-related pollutant emissions, impacts to special-status wildlife species and wetlands, impacts related to water quality, impacts to historic and archaeological resources, impacts related to construction noise and traffic noise, land use impacts, and potential displacement of existing land uses. It is possible that mitigation measures are available to reduce most of these impacts to a less-than-significant level; however, this project would require additional CEQA analysis at the time it is proposed by Sacramento County, and the CEQA analysis could identify

significant impacts that may not be able to be avoided or reduced to a less-than-significant level. **For these reasons, the impact remains *significant and unavoidable*.**

Impact 4.12-4: Potential impacts to freeway segments.

Applicable Policies: M 1.2.2, M 1.3.1, M 1.3.2, M 1.3.3, M 1.3.5, M 1.3.6, M 1.4.1, M 1.4.2, M 1.5.6, M 1.5.7, M 4.1.5. Policies M1.2.2 through M1.2.3 require management of the circulation system to ensure safe conditions of the system. Policies M 1.3.1 through 1.3.3 and M 1.3.5 promote efficient travel for all modes by requiring applicable new development to develop a well-connected transportation grid or modified grid network, by eliminating gaps in the network, improving transit access, removing barriers to accessibility, and improving connections to transit stations. Policy M 1.3.6 requires the City to work with adjacent jurisdictions and SACOG to identify linkage opportunities for existing and future transportation corridors through jurisdictional boundaries. Policies M 1.4.1 and M 1.4.2 promote increase in vehicle occupancy and reduction of single-occupancy vehicle trips. Policy M 1.5.6 supports State highway expansion consistent with SACOG's MTP/SCS. Policy 1.5.7 requires the City to work with Caltrans and adjacent jurisdictions to identify funding for improvements that address cumulative effects of planned development on the freeway system. Policy M 4.1.5 requires the City to work with adjacent jurisdictions and other agencies in the context of multimodal corridor planning to determine the appropriate responsibilities to fund, evaluate, plan, design, construct, and maintain new river crossings.

Mitigation Measures: none available.

Finding: Implementation of the 2035 General Plan would result in potentially significant traffic impacts—based on the Caltrans LOS threshold and related significance standards—for fifteen freeway segments. Implementation of policy M 1.5.6 would require that the City support State highway expansion and management plans consistent with the SACOG MTP/SCS. All freeway improvement projects contained in the MTP/SCS were incorporated into the 2035 General Plan transportation analysis. In addition, implementation of Program 17 would require creation of a City development impact fee program that would fund multi-modal projects that would further alleviate congestion on the freeway segments identified above. However, the extent to which these impacts would be alleviated by City impact fee policies cannot be determined at this point, because this would be a new fee program. Since Caltrans has the decision-making authority on implementing improvements to the above freeway segments, the City of Sacramento cannot guarantee implementation and/or the timing of State highway improvements. It is also not certain that improvements to State highways have been identified that would substantially reduce impacts to all of these freeway segments. Feasible mitigation measures beyond the impact-reducing provisions of the proposed 2035 General Plan policies are not available. **For these reasons, the impact remains significant and unavoidable.**

D. Significant and Unavoidable Impacts.

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

Air Quality

Impact 4.2-3: Potential to result in long-term operational emissions of ozone precursors and particulate matter that could contribute to a violation of air quality standards. Without mitigation, this is a *significant impact*.

Applicable Policies: ER 6.1.1 through 6.1.3, 6.1.12 through 6.1.15. Policy ER 6.1.1 requires the City to work with the California Air Resources Board (ARB) and Sacramento Metropolitan Air Quality Management District (SMAQMD) to meet State and Federal air quality standards to protect residents from pollution-related health effects. Policy ER 6.1.2 requires review of proposed development projects to ensure feasible emissions reduction measures are incorporated. Policy 6.1.3 requires development projects to incorporate emissions reduction features to reduce emissions equal to 15% below the unmitigated emissions level. Policy ER 6.1.12 promotes reduced idling and trips, more efficient routing, and use of public transportation, carpooling, and alternate modes. Policy ER 6.1.13 requires the City to continue purchase of low-emission vehicles for the fleet and to use clean fuel sources for trucks and heavy equipment. Policy ER 6.1.14 encourages use of zero-emission and low-emission vehicles, bicycles, and other non-motorized vehicles, and car-sharing programs by requiring sufficient and convenient infrastructure. Policy ER 6.1.15 requires preference to be given to contractors using reduced-emission equipment for City construction projects and service contracts.

Mitigation Measures: none available.

Finding: The proposed General Plan includes Policy ER 6.1.3, which requires individual development projects that would exceed the SMAQMD ROG and NOX operational thresholds of 65 lb/day to incorporate design or operational features that result in at least a 15 percent reduction in emissions; and Policy ER 6.1.2, which requires City review of proposed development projects to ensure construction and operation of projects incorporate feasible measures that reduce emissions through project design (e.g., measures contained in SMAQMD's Recommended Guidance for Land Use Emission Reductions [SMAQMD 2013e]). Projects with significant operational emissions that reduce ozone precursor emissions by 15 percent through preparation of an SMAQMD-approved Air Quality Mitigation Plan are considered less-than-significant with mitigation incorporated by SMAQMD. The proposed general plan policies require implementation of all feasible mitigation measures. However, when taken together, the total mitigated emissions attributable to growth allowed under the General Plan would be a considerable contribution to cumulative air pollutant

emissions in the region. Feasible mitigation measures beyond the impact-reducing provisions of the proposed 2035 General Plan policies are not available. **For these reasons, the impact remains significant and unavoidable.**

Biological Resources

Impact 4.3-11: Contribution to regional loss of special-status plant or wildlife species or their habitat.

Applicable Policies: LU 1.1.1, LU 1.1.11, LU 9.1.1, ER 2.2.1, ER 2.1.4, ER 2.1.6 through ER 2.1.13, ER 2.1.16, ER 2.1.17, ER 4.2.3. LU 1.1.1 requires the City to be the regional leader in sustainable development and encourage compact, higher-density development that conserves land resources and protects habitat, among other benefits. Policy LU 1.1.11 allows development intensity at less than the minimum floor ratio to allow avoidance of environmental features, such as wetlands. Policy ER 2.1.1 encourages new development to preserve onsite natural resources. Policy ER 2.1.4 requires the City to retain plant and wildlife habitat areas where there are known sensitive resources. Policy ER 2.1.6 requires preservation and protection of wetland resources, or mitigation of all adverse impacts in compliance with State and Federal regulations and on- or off-site permanent equivalent preservation. ER 2.1.7 would help preserve and protect grasslands and vernal pools that provide habitat for rare and endangered species to the maximum extent feasible. If consistency with this policy is not feasible, impacts on these resources would be mitigated in compliance with state and federal regulations. . Policy ER 2.1.8 requires preservation and protection of oak woodlands and significant strands of oak trees. Policy ER 2.1.9 requires preservation and protection of undisturbed habitats that provide movement corridors for sensitive wildlife species. Policy ER 2.1.11 requires the City to coordinate with State and Federal resources agencies to protect areas containing rare or endangered species. Policy ER 2.1.10 requires the City to consider potential impact on sensitive plant and wildlife species for each project and for habitat assessments to be conducted as needed. Policy ER 2.1.12 requires that the City continue its participation and support of the policies in the Natomas Basin Habitat Conservation Plan (NBHCP) for the protection of sensitive species in the Natomas Basin. Policy ER 2.1.13 supports regional habitat conservation planning efforts. Policy ER 2.1.14 supports efforts to adaptively manage wildlife preserves to ensure adequate connectivity, habitat range, and diversity of topographic and climatic conditions are provided for species to move as climate shifts. Policy ER 2.1.15 supports active habitat restoration and enhancement to reduce the impact of climate change stressors and improve resilience of habitat within existing parks and open space. Policy ER 2.1.16 supports natural-resource-related education programs for residents and visitors. Policy ER 2.1.17 encourages community volunteerism to help protect and rehabilitate local natural resources. Policy ER 4.2.3 requires the City to continue to work with the County and other adjacent jurisdictions to implement existing conservation plans to preserve prime farmland and critical habitat outside the city.

Mitigation Measures: none available.

Finding: Implementation of the 2035 General Plan would contribute to the loss of regional biological resources through the incremental conversion of habitat for special-status species to urban uses and, thus, limit the availability and accessibility of remaining natural habitats to regional wildlife and reduce overall habitat values. It could also adversely affect threatened and/or endangered species through habitat conversion or direct loss of individuals. Although future development within the Policy Area would be required to comply with the goals and policies contained in the 2035 General Plan, in combination with compliance with the California Endangered Species Act (CESA), the Federal Endangered Species Act (ESA), the Federal Clean Water Act (CWA), and National Pollutant Discharge Elimination System (NPDES) permit requirements, and the Fish and Game Code, permanent reduction of habitat for special-status plant and wildlife species, potential loss of sensitive species, and incremental reduction of natural habitats and their environmental values would not be entirely avoided. While compliance with the above-mentioned policies and regulations would reduce the Policy Area's cumulative contribution to the regional loss of special-status and sensitive plant and wildlife, and their habitats, an incremental degradation or loss of habitats, species, and natural values would remain a considerable contribution to the overall cumulative impact. Feasible mitigation measures beyond the impact-reducing provisions of the proposed 2035 General Plan policies are not available. **For these reasons, the impact remains significant and unavoidable.**

Cultural Resources

Impact 4.4-1: Change in the significance of a historical resource as defined in CEQA Guidelines section 15064.5.

Applicable Policies: HCR.1.1.1 through 1.1.3, 2.1.1 through 2.1.17, 2.1.18, 3.1.1 through 3.1.4, and LU 1.1.5, 2.1.2, 2.1.8, 2.4.2, 2.6.5, ERC 5.1.4, 5.1.5, CC.HCR 1.1, 1.2. Policies HCR 1.1.1 through 1.1.3 maintains the City's status as a Certified Local Government (CLG), maintains a Preservation Office, Commission, and program to administer preservation programs, and maintains code provisions for a preservation program consistent with Federal and State requirements. Policies 2.1.1 through 2.1.17 ensure compliance with City, State, and Federal historic preservation laws through identification of resources, consultation with appropriate organizations, agencies, and individuals, providing incentives and enforcing regulations, supporting pursuit of eligibility for listing, including preservation in planning efforts, maintaining all City-owned historic and cultural resources consistent with State and Federal law, seeking funding for surveys, consider demolition of historic resources as a last resort, develop compliance protocols to protect archaeological and cultural resources, review and evaluate individual development projects to minimize impact on historic and cultural resources. Policies HRC 3.1.1 through 3.1.4 promote heritage tourism,

explore public/private partnerships for preservation programs, provide historic and cultural resources information to the public. Policy LU 1.1.5 promotes infill development and ensures integrity of historic districts. Policy LU 2.1.2 preserves, protects, and enhances established neighborhoods. Policy LU 2.1.8 promotes infill development, reuse, rehabilitation, and reuse efforts that contribute positively to existing neighborhoods and surrounding areas. Policy LU 2.4.2 requires building design that respects and responds to local context, including consideration of cultural and historic contexts. Policy LU 2.6.4 encourages retention of existing structures and promotes their adaptive reuse and renovation with green building technologies to retain the structures' embodied energy, increase energy efficiency, make it more energy efficient, and limit the generation of waste. Policies ERC 5.1.4 and 5.1.5 maintain and protect Historic City Cemetery and Old Sacramento Historic District. Central City Community Plan Policy CC HCR 1.1 and 1.2 require support programs for preservation of historically and architecturally significant properties and continuation of the development of historic "Old Sacramento" as a major tourist, entertainment, and cultural area in the region.

Mitigation Measures: none available.

Finding: With the 2035 General Plan policy framework, the probability of demolition of historic properties would be reduced. Policy HCR 2.1.15 requires the City to consider demolition of historic resources as a last resort to be permitted only if the rehabilitation of the resource is not feasible and demolition is necessary to protect the health, safety, and welfare of its residents, or the public benefits outweigh the loss of the historic resource. Following Policy HCR 2.1.2, if a property is not already listed in the Sacramento, California, or National registers, the City would require the evaluation of resources 50 years and older for their eligibility for inclusion in the California or Sacramento registers. In order to comply with City, State, and Federal historic preservation laws, regulations, and codes to protect and assist in the preservation of historic resources, per HCR 2.1.2 and HCR 2.1.8, discretionary projects involving eligible historic resources would be analyzed for compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties. Projects that comply with the Secretary of the Interior's Standards would result in the preservation of historically significant resources. However, the policies and environmental processes of review would not prevent the demolition of all historic properties. In some instances due to public health or safety reasons, it may be infeasible to protect a historic resource and it may need to be demolished. As discussed above, Policy HCR 2.1.14 requires the City to consider demolition as a last resort to be permitted only if rehabilitation is not feasible. Feasible mitigation measures beyond the impact-reducing provisions of the proposed 2035 General Plan policies are not available. **For these reasons, the impact remains significant and unavoidable.**

Impact 4.4-2: Change in the significance of an archaeological resource as

defined in CEQA Guidelines section 15064.5.

Applicable Policies: HCR.1.1.1 through 1.1.3, 2.1.1 through 2.1.6, 3.1.1 through 3.1.4, and ERC 5.1.4. Policies HCR 1.1.1 through 1.1.3 maintains the City's status as a Certified Local Government (CLG), maintains a Preservation Office, Commission, and program to administer preservation programs, and maintains code provisions for a preservation program consistent with Federal and State requirements. Policies 2.1.1 through 2.1.6 ensure compliance with City, State, and Federal historic preservation laws through identification of resources, consultation with appropriate organizations, agencies, and individuals, providing incentives and enforcing regulations, supporting pursuit of eligibility for listing, and including preservation in planning efforts. Policies HRC 3.1.1 through 3.1.4 promote heritage tourism, explore public/private partnerships for preservation programs, provide historic and cultural resources information to the public. Policies ERC 5.1.4 and 5.1.5 maintain and protect Historic City Cemetery and Old Sacramento Historic District.

Mitigation Measures: none available.

Finding: For all discretionary projects resulting from buildout of the proposed General Plan, policy requires that significant effort would be made to identify and mitigate impacts to potential archeological resources prior to ground disturbance. Implementation Program 12 requires discovery procedures for archaeological resources found during grading, excavation, or construction in any area. However, because the presence of significant archaeological resources is typically unknown until the resource is uncovered, which often occurs during ground disturbing activities, adverse effects may occur prior to discovery of the archaeological resources. Feasible mitigation measures beyond the impact-reducing provisions of the proposed 2035 General Plan policies are not available. **For these reasons, the impact remains significant and unavoidable.**

Noise and Vibration

Impact 4.8-1: Increase in exterior noise levels above the upper value of the normally acceptable category for various land uses (per Table EC-1).

Applicable Policies: EC 3.1.1, EC 3.1.2, EC 3.1.8 EC 3.1.11, EC 3.2.1, EC 3.2.2, and LU 2.7.5, M 7.1.4, M7.1.6, NS.LU 1.5, NS.LU 1.29, SN.PHS 1.2, SA.EC 1.3, and SA.FTV 1.4. Policies EC 3.1.1 and EC 3.1.2 establish the City's exterior noise standards. Policy EC 3.1.8 requires mixed-use, commercial, and industrial development to mitigate operational noise impacts to adjoining sensitive uses. Policy EC 3.1.11 encourages design strategies and other noise reduction methods along transportation corridors in lieu of sound walls. Policies EC 3.2.1 and EC 3.2.2 promote land use compatibility near airports. Policy LU 2.7.5 addresses noise along freeways by requiring landscaping and trees along freeway frontage and inclusion of design elements to reduce noise. Policy

M.7.1.4 and M.7.1.6 minimize train and truck noise. North Sacramento Community Plan Policies NS. LU 1.5 and 1.29 require avoiding placement of noise-sensitive land uses adjacent to heavy rail lines and prohibiting residential development within the 65 CNEL McClellan Airport noise exposure contour and requiring conditions to residential development between the 60 and 65 CNEL contours. South Natomas Community Plan Policy SN. PHS 1.2 requires notification of the County Department of Airports for applications for residential entitlements west of I-5.

Mitigation Measures: none available.

Finding: Implementation of the proposed 2035 General Plan policies would, in most cases, substantially reduce the exterior noise levels and/or increments on future noise-sensitive land uses that could be developed under the proposed 2035 General Plan. However, there may be specific situations for which the noise levels cannot be fully reduced below City standards. In addition, the proposed policies would not substantially reduce the noise effects on many existing noise-sensitive land uses in areas with current high noise exposures or where substantial noise increases are expected. For new development, City noise standards could typically be met and substantial noise increases could be avoided by incorporating standard noise-reducing features. However, it would not be possible to assure achievement of all noise standards. Noise levels associated with certain projects, including those with noise sensitivities or non-typical noise-generating sources, such as residential development located adjacent to rail transit facilities or an open-air sports stadium, may not be reduced below City standards. For existing residences located in areas adjacent to roadways or other noise generating sources, it may not be feasible (e.g., there are no means for which the City can require existing development to comply with increasing noise levels as a result of future development) to include noise reduction strategies to address an increase in noise levels. Thus, some new development may be located in areas with high noise generation where implementation of all feasible mitigation would not fully reduce exterior noise levels below the City's noise standards, and existing sensitive uses could be exposed to noise increases associated with growth under the proposed General Plan, such as increased roadway, rail, and air traffic. Feasible mitigation measures beyond the impact-reducing provisions of the proposed 2035 General Plan policies are not available. **For these reasons, the impact remains significant and unavoidable.**

Impact 4.8-2: Increase in residential interior noise levels of L_{dn} 45 dB or greater.

Applicable Policies: **EC 3.1.3, EC 3.1.4, EC 3.2.1.** Policies EC 3.1.3 and 3.1.4 establish the City's interior noise standards and requirements for interior noise review. Policy EC 3.2.1 restricts new residential development within the 65 dBA CNEL airport noise contour, or in accordance with plans prepared by the Airport

Land Use Commission, and the City shall only approve noise-compatible land uses.

Mitigation Measures: none available.

Finding: Implementation of the proposed policies would substantially reduce interior noise impacts on future (new) noise-sensitive (residential) land uses that could be developed under the proposed General Plan. However, similar to Impact 4.8-1, there may be specific situations for which the noise levels cannot be fully reduced below City standards. In addition, the policies would not substantially reduce the noise effects on existing noise-sensitive land uses that are currently exposed to high levels of noise. Many of the existing noise-sensitive uses were constructed prior to building code requirements for modern noise-reducing building design, which can achieve substantial exterior-to-interior noise attenuation. Growth associated with implementation of the proposed 2035 General Plan would generally increase noise within the Policy Area, due to increased road traffic, rail traffic, air traffic, and construction. For new development it is anticipated that many City standards could be met and substantial noise increases could be avoided by incorporating noise-reducing features. However, noise levels associated with certain projects, especially those with non-typical noise issues, may not be able to be reduced below City standards. For existing residences located in areas adjacent to roadways or other noise-generating sources, it may not be possible or feasible to include noise reduction strategies to address an increase in interior noise levels due to lack of access or the inability to assure upgrades would be made to the residences (e.g., there are no means for which the City can require existing development to comply with increasing noise levels as a result of future development). Feasible mitigation measures beyond the impact-reducing provisions of the proposed 2035 General Plan policies are not available. **For these reasons, the impact remains significant and unavoidable.**

Impact 4.8-4: Exposure of existing and/or planned residential and commercial areas to vibration-peak-particle velocities greater than 0.5 inches per second due to construction.

Applicable Policies: EC 3.1.5 and EC 3.1.6. Policy EC 3.1.5 requires construction projects anticipated to generate a significant amount of vibration to reduce, to the extent feasible, interior vibration levels at nearby residential and commercial uses based on the current City or Federal Transit Administration (FTA) criteria. Policy EC 3.1.6 requires the City to consider potential effects of vibration when reviewing new residential and commercial projects that are proposed in the vicinity of rail lines or light rail lines.

Mitigation Measures: none available.

Finding: Future construction activities that could occur under the proposed 2035

General Plan could have the potential to generate ground-borne vibration. Vibration-induced structural damage could be avoided in all cases by prohibiting any construction projects that have any potential for causing structural damage to nearby buildings, as determined by a pre-construction vibration assessment in accordance with City vibration damage criteria. Compliance with 2035 General Plan Policy EC 3.1.6 would help to reduce the significance of the impact. However, there is no assurance that all construction-induced impacts could be avoided if existing sensitive uses are very close (within 50 feet) of vibration-inducing construction activities such as pile driving or blasting. There is no guarantee that all construction within 50 feet of all existing receptors can be prohibited, and the potential remains for disruption/annoyance and structural damage due to vibration at certain receptors. Feasible mitigation measures beyond the impact-reducing provisions of the proposed 2035 General Plan policies are not available. **For these reasons, the impact remains significant and unavoidable.**

Public Utilities

Impact 4.11-2: Potential to result in an increase in demand for potable water in excess of the City's existing diversion and treatment capacity, which could require the construction of new water supply facilities.

Applicable Policies: U 1.1.1, U 1.1.5, U 1.1.6, U 2.1.3, U 2.1.9, and U 2.1.10. Policies U 1.1.1, U 1.1.5, and U 1.1.6 require adequate provision of utilities, ensuring appropriate timing and phasing of public facilities and service to coincide with approved urban development, and requiring new development to provide adequate facilities or pay fair share without impacting service levels. Policy U 2.1.3 requires the City to plan, secure funding for, and procure sufficient water treatment capacity and infrastructure to meet projected water demands. Policy U 2.1.9 requires the City to ensure that water supply capacity is in place prior to granting building permits for new development. Policy U 2.1.10 requires the City to achieve a 20 percent reduction in per-capita water use by 2020 consistent with the State's 20x2020 Water Conservation Plan.

Mitigation Measures: none available.

Finding: Several proposed General Plan policies call for the City to plan and provide a reliable water service to serve all city residents. Policy U 2.1.3 would ensure the City provides sufficient funding to meet the projected water demand and Policy U 2.1.9 would prevent the City from granting building permits without sufficient water supply capacity. Implementation of these policies would ensure that development does not outstrip the availability of adequate water diversion and treatment capacity to meet the water demand for such development. There also is a policy in the proposed 2035 General Plan that seeks to reduce peak day water demand (Policy U 2.1.10). Policy U 2.1.11 requires the City to implement water conservation programs, which could help reduce the peak day demand.

However, even if high levels of conservation are achieved, future water demand associated with implementation of the proposed 2035 General Plan still would exceed the City's existing available water diversion and treatment capacity at some point in time. The City is also considering other options to increase water treatment capacity. These include:

- ▲ Construction of a new water treatment plant on the Sacramento River in Natomas, north of the City's present SRWTP, within the vicinity of Sacramento International Airport, commonly called the Natomas Water Treatment Plant (NTWP).
- ▲ Construction of a raw water pipeline to pump flow back from the Sacramento River to the FWTP for treatment and distribution, commonly called the Pumpback.
- ▲ The expansion of the Sacramento River Water Treatment Plant.

The Department of Utilities has indicated that selection of any of these options would provide sufficient water treatment capacity to meet the projected demand for 2035 buildout. The City has not yet determined which of these options should be implemented. It is likely that implementation of any of these options would result in significant environmental effects, such as those relating to biological resources, cultural resources, water quality, construction noise, and visual resources, among others. None of these plans have been designed, funded or approved, and specific environmental analysis cannot be conducted. However, CEQA review will be required for any water treatment option proposed and project-specific impacts will be evaluated and mitigation measures required to reduce significant impacts to the extent feasible. Feasible mitigation measures beyond the impact-reducing provisions of the proposed 2035 General Plan policies are not available. **For these reasons, the impact remains significant and unavoidable.**

Transportation and Circulation

Impact 4.12-3: Potential adverse effects to roadway segments located in adjacent jurisdictions resulting from planned development under the 2035 General Plan, such that the jurisdictions minimum acceptable level-of-service thresholds are not met.

Applicable Policies: M 1.2.2, M 1.3.1, M 1.3.2, M 1.3.3, M 1.3.5, M 1.3.6, M 1.4.1, and M 1.4.2. Policies M1.2.2 through M1.2.3 require management of the circulation system to ensure safe conditions of the system. Policies M 1.3.1 through 1.3.3 and M 1.3.5 promote efficient travel for all modes by requiring applicable new development to develop a well-connected transportation grid or modified grid network, by eliminating gaps in the network, improving transit access, removing barriers to accessibility, and improving connections to transit stations. Policy M 1.3.6 requires the City to work with adjacent jurisdictions and

SACOG to identify linkage opportunities for existing and future transportation corridors through jurisdictional boundaries. Policies M 1.4.1 and M 1.4.2 promote increase in vehicle occupancy and reduction of single-occupancy vehicle trips.

Mitigation Measures: Mitigation Measure 4.12-1: Widen 47th Avenue from 4 to 6 lanes.

Finding: Using County of Sacramento level of service (LOS) standards, one of the 42 roadway segments located in unincorporated Sacramento County would be impacted by implementation of the 2035 General Plan conditions. The LOS for the segment of 47th Avenue between SR 99 and Stockton Boulevard would deteriorate to LOS F. Widening the segment of 47th Avenue between SR 99 and Stockton Boulevard from 4 lanes to 6 lanes would mitigate this impact by improving operations on this segment to LOS B. This would reduce the impact to a less-than-significant level. Because this segment of 47th Avenue is a county road and does not fall within the City's jurisdiction, the City cannot ensure implementation of this mitigation measure. This mitigation measure is also not consistent with the County of Sacramento's General Plan and may be infeasible due to physically constrained right-of-way. This section of 47th Avenue is highly urbanized; however, vacant land does exist along this alignment, as well as drainage features. Potential impacts could include construction-related pollutant emissions, impacts to special-status wildlife species and wetlands, impacts related to water quality, impacts to historic and archaeological resources, impacts related to construction noise and traffic noise, land use impacts, and potential displacement of existing land uses. It is possible that mitigation measures are available to reduce most of these impacts to a less-than-significant level; however, this project would require additional CEQA analysis at the time it is proposed by Sacramento County, and the CEQA analysis could identify significant impacts that may not be able to be avoided or reduced to a less-than-significant level. **For these reasons, the impact remains significant and unavoidable.**

Impact 4.12-4: Potential impacts to freeway segments.

Applicable Policies: M 1.2.2, M 1.3.1, M 1.3.2, M 1.3.3, M 1.3.5, M 1.3.6, M 1.4.1, M 1.4.2, M 1.5.6, M 1.5.7, M 4.1.5. Policies M1.2.2 through M1.2.3 require management of the circulation system to ensure safe conditions of the system. Policies M 1.3.1 through 1.3.3 and M 1.3.5 promote efficient travel for all modes by requiring applicable new development to develop a well-connected transportation grid or modified grid network, by eliminating gaps in the network, improving transit access, removing barriers to accessibility, and improving connections to transit stations. Policy M 1.3.6 requires the City to work with adjacent jurisdictions and SACOG to identify linkage opportunities for existing and future transportation corridors through jurisdictional boundaries. Policies M 1.4.1 and M 1.4.2 promote increase in vehicle occupancy and reduction of single-occupancy vehicle trips. Policy M 1.5.6 supports State highway expansion consistent with SACOG's MTP/SCS. Policy 1.5.7 requires the City to work with Caltrans and adjacent jurisdictions to identify funding for improvements that address cumulative effects of planned development on the freeway

system. Policy M 4.1.5 requires the City to work with adjacent jurisdictions and other agencies in the context of multimodal corridor planning to determine the appropriate responsibilities to fund, evaluate, plan, design, construct, and maintain new river crossings.

Mitigation Measures: none available.

Finding: Implementation of the 2035 General Plan would result in potentially significant traffic impacts—based on the Caltrans LOS threshold and related significance standards—for fifteen freeway segments. Implementation of policy M 1.5.6 would require that the City support State highway expansion and management plans consistent with the SACOG MTP/SCS. All freeway improvement projects contained in the MTP/SCS were incorporated into the 2035 General Plan transportation analysis. In addition, implementation of Program 17 would require creation of a City development impact fee program that would fund multi-modal projects that would further alleviate congestion on the freeway segments identified above. However, the extent to which these impacts would be alleviated by City impact fee policies cannot be determined at this point, because this would be a new fee program. Since Caltrans has the decision-making authority on implementing improvements to the above freeway segments, the City of Sacramento cannot guarantee implementation and/or the timing of State highway improvements. It is also not certain that improvements to State highways have been identified that would substantially reduce impacts to all of these freeway segments. Feasible mitigation measures beyond the impact-reducing provisions of the proposed 2035 General Plan policies are not available. **For these reasons, the impact remains significant and unavoidable.**

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

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

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

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

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

F. Project Alternatives.

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

Alternatives Considered and Dismissed from Further Consideration

Alternatives from 2009 MEIR for the 2030 General Plan

Several Alternatives were considered and dismissed in the City's 2009 MEIR for the 2030 General Plan. These alternatives include:

- ▲ Less Dense Development,
- ▲ Growth Limited by Water Supply,
- ▲ Higher Density, and
- ▲ Expanded City Limits.

Because of the similarity between the 2030 General Plan and the 2035 General Plan, and for many of the same reasons stated in the 2009 MEIR, the Alternatives considered and dismissed for the 2030 General Plan were also dismissed from further consideration in the MEIR for the 2035 General Plan.

The 2009 MEIR for the 2030 General Plan considered three alternatives for further evaluation. The MEIR for the 2035 General Plan considered and dismissed two of these alternatives, as described below:

- **No Project/1988 General Plan.** This alternative assumed that development would be guided by the previously adopted 1988 General Plan. This Alternative was dismissed from further consideration in the 2035 General Plan MEIR because the 2030 General Plan superseded the 1988 General Plan at the time of adoption. The No Project Alternative for the 2035 General Plan MEIR (discussed further below) assumed development would continue under the existing 2030 General Plan.
- **SACOG Blueprint Preferred Scenario.** This alternative assumed a general plan with principles and densities consistent with the SACOG Blueprint Preferred Scenario. This alternative was dismissed from further consideration, because it essentially duplicates the 2035 General Plan, which is substantially consistent

with the current SACOG MTP/SCS (2012). The MTP/SCS updated and implemented the Blueprint. Therefore, this alternative was too similar to the 2035 General Plan for an informative comparison.

The third alternative considered in the 2009 MEIR, “The Reduced Footprint Alternative”, was evaluated in detail in the Draft MEIR for the 2035 General Plan and is discussed further below.

No Additional River Crossings

Several river crossings were identified as subsequent projects in Table 2-2 of the MEIR. Each of the river crossings is listed below:

- Lower American River Crossing (between downtown Sacramento and South Natomas);
- Sutter’s Landing Bridge (between American River Parkway and Sutter’s Landing Park);
- Truxel Road Bridge (between South Natomas and the River District);
- Sacramento River Crossing (between Sacramento and West Sacramento at either Broadway or Marina View Drive); and
- Sacramento River Crossing (between Sacramento and West Sacramento at Richards Boulevard or C Street).

Construction of these projects would likely involve construction on river banks and/or within the river channel and bed. Potentially significant and unavoidable impacts associated with these river crossings have been identified throughout this MEIR, including impacts to biological resources and visual resources. Eliminating these river crossings from the list of subsequent projects would also require removing these river crossings from the planned circulation network. Many of these river crossings include multi-modal facilities and are critical in the transportation plan for efficient and multi-modal movement, and movement of goods, throughout the city and into other cities and adjacent areas. This could result, not only in ramifications related to air quality and GHG emissions from increased vehicle miles traveled (VMT), but also in adverse economic effects related to decreased efficiency in goods movement and adverse effects to auto and alternative transportation within the city. This Alternative was, therefore, eliminated from further consideration, because it would not meet the City’s objectives related to economic vitality and sustainability and public health associated with pedestrian and bicycle movement. This alternative would also disrupt a long-term and coordinated planning effort with other agencies, including West Sacramento and SACOG.

No Project/No Development

The No Project/No Development Alternative describes the environmental

conditions that exist at the time that the environmental analysis commences (CEQA Guidelines, section 15126.6 (e) (2)). This alternative would result in ceasing future development within the city. By stopping all future development, this alternative would reduce the demand for public infrastructure and services, reduce impacts on environmental resources, such as air quality, noise, biological, and cultural resources, and dramatically reduce traffic impacts relative to the proposed project as well as the contribution to greenhouse gas (GHG) emissions. However, while a No Development Alternative may be an option for an individual development project, eliminating all future development in the city would not be a realistic or feasible general plan alternative. Therefore, the No Project/No Development Alternative is not considered further.

Summary of Alternatives Considered

No Project/2030 General Plan Alternative

The Draft MEIR analyzes a No Project alternative that assumes development would occur consistent with the existing land use designations in the city, or those of the existing 2030 General Plan (as currently amended). Under the No Project/2030 General Plan Alternative, the Policy Area would be developed consistent with currently allowable land uses and development intensities. It is assumed that the existing General Plan policies would remain in place under this alternative. Because the proposed 2035 General Plan includes no proposed changes to the current 2030 General Plan Land Use and Urban Form Diagram, the overall buildout of the city under the current 2030 General Plan would be substantially similar to the buildout of the proposed 2035 General Plan, although minor changes to the allowed densities would result in slightly higher density in the proposed 2035 General Plan than the current 2030 General Plan. The proposed 2035 General Plan includes policies incorporated from the adopted CAP that promote energy efficiency and reduced VMT. Other important proposed policies include applying a LOS “exemption” (allowing LOS F) to all three priority investment areas (PIAs) and LOS E and F to specified roadways, as well as more aggressive flood protection policies.

Facts in Support of Finding of Infeasibility

The 2030 General Plan Alternative greatly advanced the City’s objectives for smart growth, sustainability, and health beyond the 1988 General Plan. The 2035 General Plan further advances these objectives by incorporating the City’s CAP into the policies of the General Plan, further focusing development into the City’s core and priority investment areas, and facilitating more sustainable, multi-modal transportation infrastructure. Implementing the No Project/2030 General Plan Alternative would not further the City’s objectives in these areas. The No Project/2030 General Plan Alternative would generally result in greater impacts than the proposed project and would not avoid any significant impacts associated with the project.

Increased Transit Corridor Development

This alternative would involve changes to the current/proposed Land Use and Urban Form Diagram to adjust land use designations associated with existing and planned transit centers to increase the development potential of those centers and corridors. Growth assumptions would remain the same as under the proposed 2035 General Plan; however, this increase in planned intensity would concentrate growth closer to transit than under the proposed 2035 General Plan. Under this alternative, transit-oriented development would be further promoted and citywide VMT would likely decrease due to increased access to transit. The policies under the alternative would be the same as the proposed 2035 General Plan.

Facts in Support of Finding of Infeasibility

The Increased Transit Corridor Development Alternative would meet the City's project objectives. However, the Alternative would not avoid any of the significant impacts associated with the proposed 2035 General Plan. Under this alternative, regional transit investments beyond those currently envisioned may be needed to support substantially increased transit corridor density. The feasibility of securing a higher level of transit investments is not currently known.

Reduced Footprint Alternative

Significant effects on biological resources, cultural resources, and hazards would be substantially reduced by reducing the footprint of development compared to the proposed 2035 General Plan. The Reduced Footprint Alternative, therefore, assumes that Panhandle and Camino Norte areas would not be included within the Policy Area boundaries and would not be annexed or developed. This alternative assumes the boundaries would remain the same as the existing city boundaries. This alternative also assumes that the population projected for the proposed 2035 General Plan would still be accommodated within these boundaries. Because there are a limited number of undeveloped areas available for development remaining in the existing city limits, those remaining areas would have to be developed more densely than is anticipated in the proposed 2035 General Plan. In addition, because the increase in density in currently undeveloped areas could not accommodate the growth planned in the proposed 2035 General Plan, a substantial amount of redevelopment would have to occur in the city to maximize density on underutilized parcels. It is assumed that the Reduced Footprint Alternative would include the same policies as the proposed 2035 General Plan. The MEIR identified the Reduced Footprint Alternative as the Environmentally Superior Alternative.

Facts in Support of Finding of Infeasibility

Because the increase in density in currently undeveloped areas could not accommodate the growth planned in the proposed 2035 General Plan, a substantial amount of redevelopment would have to occur in the city to maximize density on underutilized parcels. Although reinvestment in currently underutilized parcels is a key aspect to achieving the project's objectives, it is anticipated that

the amount of redevelopment required to make this alternative work would be impossible to achieve.

G. Statement of Overriding Considerations:

Pursuant to Guidelines section 15092, the City Council finds that in approving the Project it has eliminated or substantially lessened all significant and potentially significant effects of the Project on the environment where feasible, as shown in the MEIR and described in these Findings. The City Council further finds that it has balanced the economic, legal, social, technological, and other benefits of the Project against the remaining unavoidable environmental risks in determining whether to approve the Project and has determined that those benefits outweigh the unavoidable environmental risks and that those risks are acceptable. The City Council makes this statement of overriding considerations in accordance with section 15093 of the Guidelines in support of approval of the Project.

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

Any one of the stated reasons is sufficient to justify approval of the project. Thus, even if a court were to conclude that not every reason set forth in this Statement is supported by substantial evidence, the City Council finds that any individual reason is separately sufficient. This Statement is supported by the substantial evidence set forth in the Draft MEIR, Final MEIR, the Findings set forth above, and in the documents contained in the administrative record referenced above.

1. **Achieving the City's Vision.** The 2035 General Plan is a long-range planning document that establishes a framework for the City to achieve its vision to be the most livable city in America. The Project is a guide for both the development of lands within the City Limits and resource preservation for areas beyond the city. It contains the policy framework necessary to fulfill the City's objectives to protect important environmental resources, and that ensure long-term economic sustainability and health, equity, and social well-being for the entire community. The 2035 General Plan establishes new goals and policies for regulating development projects and for balancing population and employment growth with infrastructure availability, natural resource protection, and enhanced quality of life. Other goals and policies are directed to resource protection, ensuring the timely availability of public infrastructure and services, encouraging a well-balanced economy, preserving and enhancing residential neighborhoods, maintaining an extensive urban forest, and strengthening the city's role as the center of Sacramento region. While the previous General Plan served the City well since its 2009 adoption, the 2035 General Plan reflects changed conditions and priorities, streamlines development review and implementation, and addresses new state laws. The Plan reflects housing, employment, and

population projections consistent with SACOG's Metropolitan Transportation Plan and an extension of the planning horizon to 2035. The 2035 General Plan also integrates new planning concepts endorsed by the City Council, and translates the updated goals and policies into implementation programs (such as amendments to the City's Development Code) to assure that the City's vision is implemented.

For the reasons set forth above, the City Council finds that the ability of the Project to provide a policy framework for achieving the City's vision outweighs its environmental impacts.

2. **Focusing Growth Inward.** The 2035 General Plan includes goals and policies designed to continue encouraging future growth in the city inward into existing urbanized and underutilized areas and the Central City over expanding outwards into "greenfields" on the edge of the city. It maintains a Land Use and Urban Form Diagram that facilitates infill development and compact development patterns. It continues goals and policies that allow for and encourage higher densities and intensities and a mix of uses within neighborhoods, corridors, and centers. The Project provides opportunity for future development to integrate housing with commercial, office, and entertainment uses, therefore reducing residents' need to travel far for goods and services or jobs. The Project also establishes a land use pattern that furthers SACOG's regional vision expressed in the 2014 Regional Transportation Plan and Sustainable Communities Strategy, which seeks to increase walking, biking, and transit use and reduce vehicle miles traveled.

For the reasons set forth above, the City Council finds that the ability of the Project to focus growth inward, result in a more compact, higher density pattern of development, and mix uses in a complementary fashion outweighs its environmental impacts.

3. **Preserving Open Space, Agriculture, and Biological and Habitat Resources.** Approval and implementation of the 2035 General Plan would protect natural resources and preserve agricultural lands by managing urban development due to population growth and directing most growth to areas within the current City Limits, therefore avoiding a lower-density, sprawling, and scattered development pattern. The Plan also includes goals and policies designed to prevent and compensate for the loss of important farmlands. The 2035 General Plan includes new goals and policies that encourage urban agriculture activities. It would act to protect biological resources and sensitive habitats by managing urban development due to population growth and directing growth to areas within the existing City limits. The 2035 General Plan also includes new goals and policies to promote urban agriculture, in order to support the production and sale of locally grown foods, as well as improve public health and well-being, increase public awareness, and community-building, particularly in areas that have vacant or underutilized land.

For the reasons set forth above, the City Council finds that the ability of the Project to preserve open space, agriculture, and biological resources and habitats outweighs its environmental impacts.

4. **Increasing Water Conservation.** The 2035 General Plan provides new goals, policies, and programs that address the use of water by reducing overall water consumption and maintaining water supplies and water quality. Both surface water and groundwater supplies are important determinants of future growth of the city. The 2035 General Plan includes policies and implementation programs to reduce water consumption by new development from current rates of consumption, to coordinate water planning and management among the water purveyors, and encourages the most efficient uses and sources of water to maintain adequate water supplies.

For the reasons set forth above, the City Council finds that the ability of the Project to protect water resources and increase water conservation outweighs its environmental impacts.

5. **Improving Mobility and Access.** The 2035 General Plan continues goals and policies that improve the mobility and access of both persons and goods throughout the city and the region. It promotes alternative forms of transportation (e.g., transit, bicycle, pedestrian) in order to reduce commute times and vehicle congestion, improves air quality, and facilitates a healthier community. The 2035 General Plan includes a policy shift that maximizes the efficiency of the roadway network for all transportation modes while minimizing potential negative impacts. These objectives are balanced by maintaining citywide traffic expectations at LOS D while identifying areas and streets where other community values are more important than maximizing traffic flow. These new areas include Priority Investment Areas, where transit use, walking and biking are prioritized and where there is not sufficient space to widen

roadways. Additionally, streets projected to have LOS E or F by 2035 are not required to operate at LOS D. The Project also allows the City to require applicable vehicle trip reduction measures and physical improvements that increase transit use, bicycling, or walking, reduce adverse operational traffic impacts, and improve mobility and access for residents.

For the reasons set forth above, the City Council finds that the ability of the Project to reduce vehicle miles traveled and provide alternative travel options outweighs its environmental impacts.

6. **Reducing the City's Carbon Footprint.** The Project includes a variety of goals, policies, and implementation programs that continue the City's ongoing commitment to reduce carbon emissions that contribute to global warming, both in its municipal operations and at the community-wide scale. These goals, policies, and implementation programs call for specific actions that would apply to both existing development and new development that could occur under the 2035 General Plan. Examples of these actions include: implementation of "green" building practices in both new construction and retrofits to existing buildings, increased use of solar photovoltaic and other renewable energy systems, increased investment in bicycle and pedestrian infrastructure and complete streets, increased community recycling and waste diversion, water and wastewater conservation, and compact infill development in mixed-use areas near transit that facilitate walking, biking, and use of public transit. The 2035 General Plan is intended to ensure that the City comes into and remains in compliance with the directives of Assembly Bill 32, California Global Warming Solutions Act of 2006, as that law is implemented by the California Air Resources Board and other entities over time. The 2035 General Plan will also position the City favorably to remain in conformance with the Sustainable Communities Strategy adopted by SACOG pursuant to SB 375. Adoption of the 2035 General Plan will put these key strategies in place immediately to move the City and the region toward a more sustainable future.

For the reasons set forth above, the City Council finds that the ability of the Project to reduce greenhouse gas emissions outweighs its environmental impacts.

7. **Providing Needed Economic Development for the City.** The 2035 General Plan includes a land use plan and specific goals and policies that support a diversity of business and employment opportunities. It seeks to retain existing businesses and establishes long-term strategies to attract new businesses through higher levels of educated residents; enhanced and expanded recreational, arts, and cultural amenities and a diversity of community events and celebrations; safer neighborhoods and employment centers; and provision of necessary infrastructure. The 2035 General Plan identifies ways the City of Sacramento can diversify its economy and attract new industries, such as those anticipated as part of the green economy.

For the reasons set forth above, the City Council finds that the ability of the Project to expand economic opportunities outweighs its environmental impacts.

8. **Increasing Safety from Hazards.** The 2035 General Plan includes new goals, policies, and implementation programs that seek to reduce residents and property risk from flooding. Recent State legislation (i.e., SB 5 and AB162) requires the City to improve local land use decisions by strengthening the link between land use and flood management “for the consideration of flood hazards, flooding, and floodplains” to address flood risks. In compliance with recent State legislation, the 2035 General Plan adds additional policies and maps to address flood risks and higher standards for flood protection consistent with State law. The new goals, policies, and implementation measures will help minimize flood-related impacts to existing and new city residents and essential public facilities. Policies proposed under the 2035 General Plan include levee requirements, new development evaluations, and flood management planning efforts, all resulting in a minimum flood protection standard of a 200-year event. It requires new development to be reasonably safe from flooding and consistent with California Department of Water Resources (DWR) Urban Level of Flood Protection Criteria. The Plan sets forth policies to protect levees and other flood protection facilities. It also sets forth implementation programs that ensure the City will update local ordinances and conduct necessary studies to ensure new development is not planned in unprotected areas and to provide for the improvement and maintenance of flood protection facilities.

For the reasons set forth above, the City Council finds that the ability of the Project to reduce the risk of flooding outweighs its environmental impacts.

9. **Enhancing Residents’ Health and Quality of Life.** The 2035 General Plan includes goals and policies that create more livable neighborhoods through increased safety, better access to healthy foods, and opportunities for exercise through increased focus on pedestrian and bicycle mobility. The 2035 General Plan includes a Land Use and Urban Form Diagram and Circulation Diagram that continue to preserve and enhance land use patterns and densities that foster pedestrian and bicycle use and recreation through expanded parklands, sports, and athletic programming as well as provide incentives for expanding the

availability of organic foods, and protecting residents from crime and natural disasters or terrorist acts. It also establishes goals and policies that seek to ensure equitable access for all residents to employment, housing, education, recreation, transportation, and services.

For the reasons set forth above, the City Council finds that the ability of the Project to improve residents' health and quality of life outweighs its environmental impacts.

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

11. The City Council adopts the mitigation measure in the final Mitigation Monitoring Program, incorporated by reference into these Findings, and finds that any residual or remaining effects on the environment resulting from the Project, identified as significant and unavoidable in the Findings of Fact, are acceptable due to the benefits set forth in this Statement of Overriding Considerations. The City Council makes this statement of overriding considerations in accordance with section 15093 of the CEQA Guidelines in support of approval of the project.

2035 General Plan Master EIR

Mitigation Monitoring Program

NOTE: The Master EIR identified potentially significant effects that could occur with implementation of the 2035 General Plan. In most cases, the Master EIR identified general plan provisions that would reduce the identified impacts. The table below identifies the general plan provisions that were identified in the Master EIR as effectively reducing the respective impacts, and are, therefore, considered as being mitigation measures for CEQA purposes.

2035 General Plan Policies Reducing Environmental Impacts				
Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
4.1 Agricultural Resources				
4.1-1 Conversion of Important Farmland to a non-agricultural use	Policies ER 4.2-1, ER 4.2-2, and ER 4.2-3: These policies encourage infill development and compact new development to avoid the premature conversion of productive agricultural lands to urban uses. Policy 4.2.3 calls for the City to cooperate with the County of Sacramento and other adjacent jurisdictions to implement existing conservation lands.	City of Sacramento, Community Development Department	On-going	City of Sacramento Community Development Department
Impact 4.1-2: Incompatibility with surrounding agricultural operations outside the Policy Area.	Policies ER 4.2.1, 4.2.2 and 4.2.3. These policies encourage infill development and compact new development to avoid the premature conversion of productive agricultural lands to urban uses. Policy 4.2.3 calls for the City to cooperate with the County of Sacramento and other adjacent jurisdictions to implement existing conservation lands.	City of Sacramento, Community Development Department	On-going	City of Sacramento Community Development Department
Impact 4.1-3: Conflict with existing zoning for agricultural	Policies ER 4.1.1, ER 4.1.2, ER 4.2.1, ER 4.2.4. Policy ER 4.1.1 would incentivize provision of	City of Sacramento,	On-going	City of Sacramento

2035 General Plan Policies Reducing Environmental Impacts				
Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
use or with a Williamson Act contract.	community gardens and rooftop gardens in new development projects. Policy ER 4.1.2 promotes opportunities for urban agriculture (community gardens) and recognizes their value in providing fresh food in urban areas in addition to their recreational, community building, landscaping, City of Sacramento, Community Development Department and educational value. Policy ER 4.2.1 encourages infill development and compact new development within the existing urban areas in order to prohibit the premature conversion of productive agricultural lands for urban uses.	Community Development Department		Community Development Department
4.2 Air Quality				
Impact 4.2-1: Potential to conflict with or obstruct implementation of Sacramento Valley regional air quality planning efforts.	Policies ER 6.1.1 through ER 6.1.3. Policy ER 6.1.1 requires the City to work with the California Air Resources Board (ARB) and Sacramento Metropolitan Air Quality Management District (SMAQMD) to meet State and Federal air quality standards to protect residents from pollution-related health effects. Policy ER 6.1.2 requires review of proposed development projects to ensure feasible emissions reduction measures are incorporated. Policy 6.1.3 requires development projects to incorporate emissions reduction features to reduce emissions equal to 15% below the unmitigated emissions level.	City of Sacramento, Community Development Department	On-going	City of Sacramento Community Development Department
Impact 4.2-2: Potential to result in short-term construction-generated	Policies ER 6.1.1, ER 6.1.2, 6.1.15. Policy ER 6.1.1 requires the City to work with the California Air Resources Board (ARB) and Sacramento	City of Sacramento, Community	On-going	City of Sacramento Community

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
<p>emissions of ozone precursors and particulate matter.</p>	<p>Metropolitan Air Quality Management District (SMAQMD) to meet State and Federal air quality standards to protect residents from pollution-related health effects. Policy ER 6.1.2 requires review of proposed development projects to ensure feasible emissions reduction measures are incorporated. Policy 6.1.15 requires preference to be given to contractors using reduced-emission equipment for City construction projects and service contracts.</p>	<p>Development Department</p>		<p>Development Department</p>
<p>Impact 4.2-3: Potential to result in long-term operational emissions of ozone precursors and particulate matter that could contribute to a violation of air quality standards.</p>	<p>Policies ER 6.1.1 through 6.1.3, 6.1.12 through 6.1.15. Policy ER 6.1.1 requires the City to work with the California Air Resources Board (ARB) and Sacramento Metropolitan Air Quality Management District (SMAQMD) to meet State and Federal air quality standards to protect residents from pollution-related health effects. Policy ER 6.1.2 requires review of proposed development projects to ensure feasible emissions reduction measures are incorporated. Policy 6.1.3 requires development projects to incorporate emissions reduction features to reduce emissions equal to 15% below the unmitigated emissions level. Policy ER 6.1.12 promotes reduced idling and trips, more efficient routing, and use of public transportation, carpooling, and alternate modes. Policy ER 6.1.13 requires the City to continue purchase of low-emission vehicles for the fleet and to use clean fuel sources for trucks and heavy equipment. Policy ER 6.1.14 encourages use of zero-emission</p>	<p>City of Sacramento, Community Development Department</p>	<p>On-going</p>	<p>City of Sacramento Community Development Department</p>

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
	and low-emission vehicles, bicycles, and other non-motorized vehicles, and car-sharing programs by requiring sufficient and convenient infrastructure. Policy ER 6.1.15 requires preference to be given to contractors using reduced-emission equipment for City construction projects and service contracts.			
Impact 4.2-4: Potential for TAC emissions that could adversely affect sensitive receptors.	Policies LU 2.7.5, ER 6.1.2, and ER 6.1.4. Policy LU 2.7.5 promotes high quality of development character along freeway corridors and protects the public from adverse effects of vehicle-generated air emissions, noise, and vibration. Policy ER 6.1.2 requires review of proposed development projects to ensure feasible emissions reduction measures are incorporated. Policy ER 6.1.4 requires the City to coordinate with SMAQMD in evaluating exposure of sensitive receptors to toxic air contaminants, and will impose appropriate conditions on projects to protect public health and safety.	City of Sacramento, Community Development Department	On-going	City of Sacramento Community Development Department
Impact 4.2-5: Potential exposure of sensitive receptors to excessive odors	Policies LU 2.7.5, ER 6.1.4. Policy LU 2.7.5 promotes high quality of development character along freeway corridors and protects the public from adverse effects of vehicle-generated air emissions, noise, and vibration. Policy ER 6.1.4 requires the City to coordinate with SMAQMD in evaluating exposure of sensitive receptors to toxic air contaminants, and will impose appropriate conditions on projects to protect public health and safety.	City of Sacramento, Community Development Department	On-going	City of Sacramento Community Development Department

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
4.3 Biological Resources				
<p>Impact 4.3-1: Potential impact to special-status plant species due to substantial degradation of the quality of the environment or reduction of population or habitat below self-sustaining levels.</p>	<p>Policies ER 2.1.1, ER 2.1.4, ER 2.1.5, ER 2.1.7, ER 2.1.10 through ER 2.1.13, ER 2.1.16, ER 2.1.17. Policy ER 2.1.1 encourages new development to preserve onsite natural resources. Policy ER 2.1.4 requires the City to retain plant and wildlife habitat areas where there are known sensitive resources. Policy ER 2.1.5 requires the City to preserve the ecological integrity of waterways that support riparian resources by preserving native plants and removing, to the extent feasible, invasive nonnative plants. Policy ER 2.1.7 would help preserve and protect grasslands and vernal pools that provide habitat for rare and endangered species to the maximum extent feasible. If consistency with this policy is not feasible, impacts on these resources would be mitigated in compliance with state and federal regulations. Policy ER 2.1.10 requires habitat assessments for sensitive species, and, if habitat is present, focused/protocol-level surveys (or assumed presence of species) for any project requiring discretionary approval. Avoidance and/or mitigation would be developed with the applicable resource agency. Policy ER 2.1.11 requires that the City coordinate closely with state and federal resource agencies to protect areas containing rare or endangered species. Policy ER 2.1.12 requires that the City continue its participation and support of the policies in the</p>	<p>City of Sacramento, Community Development Department</p>	<p>On-going</p>	<p>City of Sacramento Community Development Department</p>

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
	<p>Natomas Basin Habitat Conservation Plan (NBHCP) for the protection of sensitive species in the Natomas Basin. Policy ER 2.1.13 supports regional habitat conservation planning efforts. Policy ER 2.1.16 supports natural-resource-related education programs for residents and visitors. Policy ER 2.1.17 encourages community volunteerism to help protect and rehabilitate local natural resources.</p>			
<p>Impact 4.3-2: Degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status invertebrates.</p>	<p>Policies ER 2.1.1, ER 2.1.4, ER 2.1.10 through ER 2.1.13, ER 2.1.16, ER 2.1.17. Policy ER 2.1.1 encourages new development to preserve onsite natural resources. Policy ER 2.1.4 requires the City to retain plant and wildlife habitat areas where there are known sensitive resources. Policy ER 2.1.10 requires habitat assessments for sensitive species, and, if habitat is present, focused/protocol-level surveys (or assumed presence of species) for any project requiring discretionary approval. Avoidance and/or mitigation would be developed with the applicable resource agency. Policy ER 2.1.11 requires that the City coordinate closely with state and federal resource agencies to protect areas containing rare or endangered species. Policy ER 2.1.12 requires that the City continue its participation and support of the policies in the Natomas Basin Habitat Conservation Plan (NBHCP) for the protection of sensitive species in the Natomas Basin. Policy ER 2.1.13 supports regional habitat conservation planning efforts. Policy ER</p>	<p>City of Sacramento, Community Development Department</p>	<p>On-going</p>	<p>City of Sacramento Community Development Department</p>

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
	<p>2.1.16 supports natural-resource-related education programs for residents and visitors. Policy ER 2.1.17 encourages community volunteerism to help protect and rehabilitate local natural resources.</p>			
<p>Impact 4.3-3: 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.</p>	<p>Policies ER 2.1.1, ER 2.1.4, ER 2.1.7 through ER 2.1.13, ER 2.1.16, ER 2.1.17. Policy ER 2.1.1 encourages new development to preserve onsite natural resources. Policy ER 2.1.4 requires the City to retain plant and wildlife habitat areas where there are known sensitive resources. Policy ER 2.1.7 would help preserve and protect grasslands and vernal pools that provide habitat for rare and endangered species to the maximum extent feasible. If consistency with this policy is not feasible, impacts on these resources would be mitigated in compliance with state and federal regulations. Policy ER 2.1.8 requires preservation and protection of oak woodlands and significant strands of oak trees. Policy ER 2.1.9 requires preservation and protection of undisturbed habitats that provide movement corridors for sensitive wildlife species. Policy ER 2.1.10 requires habitat assessments for sensitive species, and, if habitat is present, focused/protocol-level surveys (or assumed presence of species) for any project requiring discretionary approval. Avoidance and/or mitigation would be developed with the applicable resource agency. Policy ER 2.1.11 requires that the City coordinate closely with state and federal resource agencies to protect areas</p>	<p>City of Sacramento, Community Development Department</p>	<p>On-going</p>	<p>City of Sacramento Community Development Department</p>

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
	<p>containing rare or endangered species. Policy ER 2.1.12 requires that the City continue its participation and support of the policies in the Natomas Basin Habitat Conservation Plan (NBHCP) for the protection of sensitive species in the Natomas Basin. Policy ER 2.1.13 supports regional habitat conservation planning efforts. Policy ER 2.1.16 supports natural-resource-related education programs for residents and visitors. Policy ER 2.1.17 encourages community volunteerism to help protect and rehabilitate local natural resources.</p>			
<p>Impact 4.3-4: Degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status amphibians and reptiles.</p>	<p>Policies ER 2.1.1, ER 2.1.4, ER 2.1.7 through ER 2.1.12, ER 2.1.16, ER 2.1.17. Policy ER 2.1.1 encourages new development to preserve onsite natural resources. Policy ER 2.1.4 requires the City to retain plant and wildlife habitat areas where there are known sensitive resources. Policy ER 2.1.7 would help preserve and protect grasslands and vernal pools that provide habitat for rare and endangered species to the maximum extent feasible. If consistency with this policy is not feasible, impacts on these resources would be mitigated in compliance with state and federal regulations. Policy ER 2.1.8 requires preservation and protection of oak woodlands and significant strands of oak trees. Policy ER 2.1.9 requires preservation and protection of undisturbed habitats that provide movement corridors for sensitive wildlife species. Policy ER 2.1.10 requires</p>	<p>City of Sacramento, Community Development Department</p>	<p>On-going</p>	<p>City of Sacramento Community Development Department</p>

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
	<p>habitat assessments for sensitive species, and, if habitat is present, focused/protocol-level surveys (or assumed presence of species) for any project requiring discretionary approval. Avoidance and/or mitigation would be developed with the applicable resource agency. Policy ER 2.1.11 requires that the City coordinate closely with state and federal resource agencies to protect areas containing rare or endangered species. Policy ER 2.1.12 requires that the City continue its participation and support of the policies in the Natomas Basin Habitat Conservation Plan (NBHCP) for the protection of sensitive species in the Natomas Basin. Policy ER 2.1.16 supports natural-resource-related education programs for residents and visitors. Policy ER 2.1.17 encourages community volunteerism to help protect and rehabilitate local natural resources.</p>			
<p>Impact 4.3-5: Degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status mammals.</p>	<p>Policies ER 2.1.1, ER 2.1.4, ER 2.1.6 through ER 2.1.8, ER 2.1.10 through ER 2.1.13, ER 2.1.16, ER 2.1.17. Policy ER 2.1.1 encourages new development to preserve onsite natural resources. Policy ER 2.1.4 requires the City to retain plant and wildlife habitat areas where there are known sensitive resources. Policy ER 2.1.6 requires preservation and protection of wetland resources, or mitigation of all adverse impacts in compliance with State and Federal regulations and on- or off-site permanent equivalent preservation. Policy ER 2.1.7 would help preserve and protect grasslands and vernal pools that provide habitat</p>	<p>City of Sacramento, Community Development Department</p>	<p>On-going</p>	<p>City of Sacramento Community Development Department</p>

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
	<p>for rare and endangered species to the maximum extent feasible. If consistency with this policy is not feasible, impacts on these resources would be mitigated in compliance with state and federal regulations. Policy ER 2.1.8 requires preservation and protection of oak woodlands and significant strands of oak trees. Policy ER 2.1.10 requires habitat assessments for sensitive species, and, if habitat is present, focused/protocol-level surveys (or assumed presence of species) for any project requiring discretionary approval. Avoidance and/or mitigation would be developed with the applicable resource agency. Policy ER 2.1.11 requires that the City coordinate closely with state and federal resource agencies to protect areas containing rare or endangered species. Policy ER 2.1.12 requires that the City continue its participation and support of the policies in the Natomas Basin Habitat Conservation Plan (NBHCP) for the protection of sensitive species in the Natomas Basin. Policy ER 2.1.13 supports regional habitat conservation planning efforts. Policy ER 2.1.16 supports natural-resource-related education programs for residents and visitors. Policy ER 2.1.17 encourages community volunteerism to help protect and rehabilitate local natural resources.</p>			
<p>Impact 4.3-6: Degradation of the quality of the environment or reduction of habitat or population below self-</p>	<p>Policies ER 1.1.6, ER 1.1.10, ER 2.1.6, ER 2.1.10 through ER 2.1.13, ER 2.1.16, ER 2.1.17. Policy ER 1.1.6 requires control of the volume, frequency, duration and peak flows rate and runoff velocity</p>	<p>City of Sacramento, Community Development</p>	<p>On-going</p>	<p>City of Sacramento Community Development</p>

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
<p>sustaining levels of special-status fish.</p>	<p>from development projects to reduce downstream erosion and protect stream habitat. Policy ER 1.1.10 requires implementation of watershed awareness and other water-quality-related educational programs. Policy ER 2.1.6 requires preservation and protection of wetland resources, or mitigation of all adverse impacts in compliance with State and Federal regulations and on- or off-site permanent equivalent preservation. Policy ER 2.1.10 requires habitat assessments for sensitive species, and, if habitat is present, focused/protocol-level surveys (or assumed presence of species) for any project requiring discretionary approval. Avoidance and/or mitigation would be developed with the applicable resource agency. Policy ER 2.1.11 requires that the City coordinate closely with state and federal resource agencies to protect areas containing rare or endangered species. Policy ER 2.1.12 requires that the City continue its participation and support of the policies in the Natomas Basin Habitat Conservation Plan (NBHCP) for the protection of sensitive species in the Natomas Basin. Policy ER 2.1.13 supports regional habitat conservation planning efforts. Policy ER 2.1.16 supports natural-resource-related education programs for residents and visitors. Policy ER 2.1.17 encourages community volunteerism to help protect and rehabilitate local natural resources.</p>	<p>Department</p>		<p>Department</p>

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
<p>Impact 4.3-7: Loss or modification of riparian habitat.</p>	<p>Policies LU 1.1.1, ER 1.1.1, ER 2.1.1 through ER 2.1.5, ER 2.1.9, ER 2.1.16, ER 2.1.17. Policy LU 1.1.1 requires the City to be the regional leader in sustainable development and encourage compact, higher-density development that conserves land resources and protects habitat, among other benefits. Policy ER 1.1.1 requires conservation and, where feasible, creation or restoration of areas that provide important water quality benefits. Policy ER 2.1.1 encourages new development to preserve onsite natural resources. Policy ER 2.1.2 requires preservation, protection, and access to designated open space areas along rivers, floodways, and floodplains, provided access would not disturb sensitive habitats or species. Policy ER 2.1.3 promotes preservation and restoration of contiguous areas of natural habitat throughout the city. Policy ER 2.1.4 requires the City to retain plant and wildlife habitat areas where there are known sensitive resources. Policy ER 2.1.5 requires the City to preserve the ecological integrity of waterways that support riparian resources by preserving native plants and removing, to the extent feasible, invasive nonnative plants. Policy ER 2.1.9 requires preservation and protection of undisturbed habitats that provide movement corridors for sensitive wildlife species. Policy ER 2.1.16 supports natural-resource-related education programs for residents and visitors. Policy ER 2.1.17 encourages community volunteerism to help protect and</p>	<p>City of Sacramento, Community Development Department</p>	<p>On-going</p>	<p>City of Sacramento Community Development Department</p>

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
	rehabilitate local natural resources.			
<p>Impact 4.3-8: Impacts on state or federally protected wetlands and/or waters of the United States through direct removal, filling, or hydrological interruption.</p>	<p>Policies LU 1.1.11, ER 1.1.1, ER 2.1.1, ER 2.1.6, ER 2.1.7, ER 2.1.11, ER 2.1.12, ER 2.1.16, ER 2.1.17. Policy LU 1.1.11 allows development intensity at less than the minimum floor ratio to allow avoidance of environmental features, such as wetlands. Policy ER 1.1.1 requires conservation and, where feasible, creation or restoration of areas that provide important water quality benefits. Policy ER 2.1.1 encourages new development to preserve onsite natural resources. Policy ER 2.1.6 requires preservation and protection of wetland resources, or mitigation of all adverse impacts in compliance with State and Federal regulations and on- or off-site permanent equivalent preservation. ER 2.1.7 would help preserve and protect grasslands and vernal pools that provide habitat for rare and endangered species to the maximum extent feasible. If consistency with this policy is not feasible, impacts on these resources would be mitigated in compliance with state and federal regulations. Policy ER 2.1.11 requires that the City coordinate closely with state and federal resource agencies to protect areas containing rare or endangered species. Policy ER 2.1.12 requires that the City continue its participation and support of the policies in the Natomas Basin Habitat Conservation Plan (NBHCP) for the protection of sensitive species in the Natomas Basin. Policy ER</p>	<p>City of Sacramento, Community Development Department</p>	<p>On-going</p>	<p>City of Sacramento Community Development Department</p>

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
	<p>2.1.16 supports natural-resource-related education programs for residents and visitors. Policy ER 2.1.17 encourages community volunteerism to help protect and rehabilitate local natural resources.</p>			
<p>Impact 4.3-9: Loss of CDFW-defined sensitive natural communities, such as elderberry savanna, northern claypan vernal pool, and northern hardpan vernal pool.</p>	<p>Policies LU 1.1.1, LU 1.1.11, U 1.1.12, ER2.1.1, ER 2.1.3, ER 2.1.4, ER 2.1.6, ER 2.1.7, ER 2.1.16, ER 2.1.17, NN.LU 1.41, NN.U 1.2. Policy LU 1.1.1 requires the City to be the regional leader in sustainable development and encourage compact, higher-density development that conserves land resources and protects habitat, among other benefits. Policy LU 1.1.11 allows development intensity at less than the minimum floor ratio to allow avoidance of environmental features, such as wetlands. Policy U 1.1.12 requires location and design of utilities to avoid or minimize impacts to environmentally sensitive areas and habitats. Policy ER 2.1.1 encourages new development to preserve onsite natural resources. Policy ER 2.1.3 promotes preservation and restoration of contiguous areas of natural habitat throughout the city. Policy ER 2.1.4 requires the City to retain plant and wildlife habitat areas where there are known sensitive resources. Policy ER 2.1.6 requires preservation and protection of wetland resources, or mitigation of all adverse impacts in compliance with State and Federal regulations and on- or off-site permanent equivalent preservation. ER 2.1.7 would help preserve and protect grasslands and vernal pools that provide habitat</p>	<p>City of Sacramento, Community Development Department</p>	<p>On-going</p>	<p>City of Sacramento Community Development Department</p>

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
	<p>for rare and endangered species to the maximum extent feasible. If consistency with this policy is not feasible, impacts on these resources would be mitigated in compliance with state and federal regulations. Policy ER 2.1.16 supports natural-resource-related education programs for residents and visitors. Policy ER 2.1.17 encourages community volunteerism to help protect and rehabilitate local natural resources. North Natomas Community Plan Policy NN.LU 1.41 allows 50% of the required landscape setback to be used as open space, recreation, or habitat preservation, and NN.U.1.2 provides for taking advantage of opportunities for recreation, open space, habitat, wetland enhancement, recreation and utility uses for drainage systems.</p>			
<p>Impact 4.3-10: Substantial reduction in the number of trees within the Policy Area.</p>	<p>Policies ER 2.1.1, ER 2.1.8, ER 3.1.1, ER 3.1.3, ER 3.1.8, EC 2.1.16. Policy ER 2.1.1 encourages new development to preserve onsite natural resources. Policy ER 2.1.8 requires preservation and protection of oak woodlands and significant strands of oak trees. Policy ER 3.1.1 requires maintenance and implementation of an Urban Forest Management Plan. Policy ER 3.1.3 requires retention of City Heritage Trees, or where tree removal cannot be avoided, tree replacement or appropriate remediation. ER 3.1.8 requires the City to promote the importance and benefits of trees and the urban forest. Policy ER 2.1.16 supports natural-resource-related education programs for residents and visitors.</p>	<p>City of Sacramento, Community Development Department</p>	<p>On-going</p>	<p>City of Sacramento Community Development Department</p>

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
<p>Impact 4.3-11: Contribution to regional loss of special-status plant or wildlife species or their habitat.</p>	<p>Policies LU 1.1.1, LU 1.1.11, LU 9.1.1, ER 2.2.1, ER 2.1.4, ER 2.1.6 through ER 2.1.13, ER 2.1.16, ER 2.1.17, ER 4.2.3. LU 1.1.1 requires the City to be the regional leader in sustainable development and encourage compact, higher-density development that conserves land resources and protects habitat, among other benefits. Policy LU 1.1.11 allows development intensity at less than the minimum floor ratio to allow avoidance of environmental features, such as wetlands. Policy ER 2.1.1 encourages new development to preserve onsite natural resources. Policy ER 2.1.4 requires the City to retain plant and wildlife habitat areas where there are known sensitive resources. Policy ER 2.1.6 requires preservation and protection of wetland resources, or mitigation of all adverse impacts in compliance with State and Federal regulations and on- or off-site permanent equivalent preservation. ER 2.1.7 would help preserve and protect grasslands and vernal pools that provide habitat for rare and endangered species to the maximum extent feasible. If consistency with this policy is not feasible, impacts on these resources would be mitigated in compliance with state and federal regulations. . Policy ER 2.1.8 requires preservation and protection of oak woodlands and significant strands of oak trees. Policy ER 2.1.9 requires preservation and protection of undisturbed habitats that provide movement corridors for sensitive wildlife species. Policy ER 2.1.11 requires</p>	<p>City of Sacramento, Community Development Department</p>	<p>On-going</p>	<p>City of Sacramento Community Development Department</p>

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
	<p>the City to coordinate with State and Federal resources agencies to protect areas containing rare or endangered species. Policy ER 2.1.10 requires the City to consider potential impact on sensitive plant and wildlife species for each project and for habitat assessments to be conducted as needed. Policy ER 2.1.12 requires that the City continue its participation and support of the policies in the Natomas Basin Habitat Conservation Plan (NBHCP) for the protection of sensitive species in the Natomas Basin. Policy ER 2.1.13 supports regional habitat conservation planning efforts. Policy ER 2.1.14 supports efforts to adaptively manage wildlife preserves to ensure adequate connectivity, habitat range, and diversity of topographic and climatic conditions are provided for species to move as climate shifts. Policy ER 2.1.15 supports active habitat restoration and enhancement to reduce the impact of climate change stressors and improve resilience of habitat within existing parks and open space. Policy ER 2.1.16 supports natural-resource-related education programs for residents and visitors. Policy ER 2.1.17 encourages community volunteerism to help protect and rehabilitate local natural resources. Policy ER 4.2.3 requires the City to continue to work with the County and other adjacent jurisdictions to implement existing conservation plans to preserve prime farmland and critical habitat outside the city.</p>			

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
<p>Impact 4.3-12: Contribution to regional loss of sensitive natural communities including wetlands and riparian habitat in the region.</p>	<p>Policies LU 1.1.1, LU 1.1.11, LU 9.1.1, U 1.1.12, ER 1.1.1, ER 2.1.1 through ER 2.1.9, ER 2.1.12 through ER 2.1.17, ER 4.2.3. LU 1.1.1 requires the City to be the regional leader in sustainable development and encourage compact, higher-density development that conserves land resources and protects habitat, among other benefits. Policy LU 1.1.11 allows development intensity at less than the minimum floor ratio to allow avoidance of environmental features, such as wetlands. Policy U 1.1.12 requires location and design of utilities to avoid or minimize impacts to environmentally sensitive areas and habitats. Policy ER 1.1.1 requires conservation and, where feasible, creation or restoration of areas that provide important water quality benefits. Policy ER 2.1.1 encourages new development to preserve onsite natural resources. . Policy ER 2.1.2 requires preservation, protection, and access to designated open space areas along rivers, floodways, and floodplains, provided access would not disturb sensitive habitats or species. Policy ER 2.1.3 promotes preservation and restoration of contiguous areas of natural habitat throughout the city. Policy ER 2.1.4 requires the City to retain plant and wildlife habitat areas where there are known sensitive resources. Policy ER 2.1.5 requires the City to preserve the ecological integrity of waterways that support riparian</p>	<p>City of Sacramento, Community Development Department</p>	<p>On-going</p>	<p>City of Sacramento Community Development Department</p>

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
	<p>resources by preserving native plants and removing, to the extent feasible, invasive nonnative plants. Policy ER 2.1.6 requires preservation and protection of wetland resources, or mitigation of all adverse impacts in compliance with State and Federal regulations and on- or off-site permanent equivalent preservation. ER 2.1.7 would help preserve and protect grasslands and vernal pools that provide habitat for rare and endangered species to the maximum extent feasible. If consistency with this policy is not feasible, impacts on these resources would be mitigated in compliance with state and federal regulations. . Policy ER 2.1.8 requires preservation and protection of oak woodlands and significant strands of oak trees. Policy ER 2.1.9 requires preservation and protection of undisturbed habitats that provide movement corridors for sensitive wildlife species. Policy ER 2.1.12 requires that the City continue its participation and support of the policies in the Natomas Basin Habitat Conservation Plan (NBHCP) for the protection of sensitive species in the Natomas Basin. Policy ER 2.1.13 supports regional habitat conservation planning efforts. Policy ER 2.1.14 supports efforts to adaptively manage wildlife preserves to ensure adequate connectivity, habitat range, and diversity of topographic and climatic conditions are provided for species to move as climate shifts. Policy ER 2.1.15 supports active habitat restoration and enhancement to</p>			

2035 General Plan Policies Reducing Environmental Impacts				
Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
	reduce the impact of climate change stressors and improve resilience of habitat within existing parks and open space. Policy ER 2.1.16 supports natural-resource-related education programs for residents and visitors. Policy ER 2.1.17 encourages community volunteerism to help protect and rehabilitate local natural resources.			
4.4 Cultural Resources				
Impact 4.4-1: Change in the significance of a historical resource as defined in CEQA Guidelines section 15064.5.	Policies HCR.1.1.1 through 1.1.3, 2.1.1 through 2.1.17, 2.1.18, 3.1.1 through 3.1.4, and LU 1.1.5, 2.1.2, 2.1.8, 2.4.2, 2.6.5, ERC 5.1.4, 5.1.5, CC.HCR 1.1, 1.2. Policies HCR 1.1.1 through 1.1.3 maintains the City’s status as a Certified Local Government (CLG), maintains a Preservation Office, Commission, and program to administer preservation programs, and maintains code provisions for a preservation program consistent with Federal and State requirements. Policies 2.1.1 through 2.1.17 ensure compliance with City, State, and Federal historic preservation laws through identification of resources, consultation with appropriate organizations, agencies, and individuals, providing incentives and enforcing regulations, supporting pursuit of eligibility for listing, including preservation in planning efforts, maintaining all City-owned historic and cultural resources consistent with State and Federal law, seeking funding for surveys, consider demolition of historic resources as a last resort, develop compliance protocols to protect archaeological	City of Sacramento, Community Development Department	On-going	City of Sacramento Community Development Department

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
	<p>and cultural resources, review and evaluate individual development projects to minimize impact on historic and cultural resources. Policies HRC 3.1.1 through 3.1.4 promote heritage tourism, explore public/private partnerships for preservation programs, provide historic and cultural resources information to the public. Policy LU 1.1.5 promotes infill development and ensures integrity of historic districts. Policy LU 2.1.2 preserves, protects, and enhances established neighborhoods. Policy LU 2.1.8 promotes infill development, reuse, rehabilitation, and reuse efforts that contribute positively to existing neighborhoods and surrounding areas. Policy LU 2.4.2 requires building design that respects and responds to local context, including consideration of cultural and historic contexts. Policy LU 2.6.4 encourages retention of existing structures and promotes their adaptive reuse and renovation with green building technologies to retain the structures' embodied energy, increase energy efficiency, make it more energy efficient, and limit the generation of waste. Policies ERC 5.1.4 and 5.1.5 maintain and protect Historic City Cemetery and Old Sacramento Historic District. Central City Community Plan Policy CC HCR 1.1 and 1.2 require support programs for preservation of historically and architecturally significant properties and continuation of the development of historic "Old Sacramento" as a major tourist, entertainment, and cultural area in the region.</p>			

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
<p>Impact 4.4-2: Change in the significance of an archaeological resource as defined in CEQA Guidelines section 15064.5.</p>	<p>Policies HCR.1.1.1 through 1.1.3, 2.1.1 through 2.1.6, 3.1.1 through 3.1.4, and ERC 5.1.4. Policies HCR 1.1.1 through 1.1.3 maintains the City’s status as a Certified Local Government (CLG), maintains a Preservation Office, Commission, and program to administer preservation programs, and maintains code provisions for a preservation program consistent with Federal and State requirements. Policies 2.1.1 through 2.1.6 ensure compliance with City, State, and Federal historic preservation laws through identification of resources, consultation with appropriate organizations, agencies, and individuals, providing incentives and enforcing regulations, supporting pursuit of eligibility for listing, and including preservation in planning efforts. Policies HRC 3.1.1 through 3.1.4 promote heritage tourism, explore public/private partnerships for preservation programs, provide historic and cultural resources information to the public. Policies ERC 5.1.4 and 5.1.5 maintain and protect Historic City Cemetery and Old Sacramento Historic District.</p>	<p>City of Sacramento, Community Development Department</p>	<p>On-going</p>	<p>City of Sacramento Community Development Department</p>
<p>4.5 Geology, Soils, and Mineral Resources</p>				
<p>Impact 4.5-1: Exposure of people to risk from seismic hazards, such as groundshaking and liquefaction.</p>	<p>Policies PHS 3.1.8, EC 1.1.1, EC 1.1.2. Policy PHS 3.1.8 requires review of proposed facilities that would produce or store hazardous materials for seismic and geologic hazard, proximity to residential development, and the nature of the risk. Policies EC 1.1.1 and EC 1.1.2 require the City to keep up-to-date records of seismic conditions,</p>	<p>City of Sacramento, Community Development Department</p>	<p>On-going</p>	<p>City of Sacramento Community Development Department</p>

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
	implement and enforces the most current building standards, and continue to require that site-specific geotechnical analyses be prepared for projects within the city and that report recommendations are implemented.			
Impact 4.5-2: Exposure of people to risk associated with unstable soil conditions, including expansive soils and subsidence.	Policies EC 1.1.1 and EC 1.1.2. Policies EC 1.1.1 and EC 1.1.2 require the City to keep up-to-date records of seismic conditions, implement and enforces the most current building standards, and continue to require that site-specific geotechnical analyses be prepared for projects within the city and that report recommendations are implemented.	City of Sacramento, Community Development Department	On-going	City of Sacramento Community Development Department
Impact 4.5-3: Potential to cause substantial soil erosion.	Policies EC 1.1.2 and ER 1.1.7. Policy EC 1.1.2 requires that each project within the city prepare a geotechnical investigation to determine site-specific seismic and soil characteristics and recommend appropriate mitigation measures to mitigate any potential impacts. Proposed Policy ER 1.1.7 requires that necessary erosion control measures are used during site development activities for all projects in the city.	City of Sacramento, Community Development Department	On-going	City of Sacramento Community Development Department
Impact 4.5-4: Loss of the availability of known mineral resources of State, regional, or local importance.	Policies ER 5.1.1, ER 5.1.2, ER 5.1.3. Policies ER 5.1.1 and ER 5.1.3 protect mineral extraction activities within the city from surrounding uses. For areas where future development could occur, proposed General Plan Policy ER 5.1.2 requires that future projects near mining activities are compatible with such activities and requires buffer and setbacks from areas classified as MRZ-	City of Sacramento, Community Development Department	On-going	City of Sacramento Community Development Department

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
	2.			
Impact 4.5-5: Directly or indirectly destroy a unique paleontological resource or site.	Policy HCR 2.1.16. Policy HCR 2.1.16 requires the City to identify and protect paleontological resources in compliance with accepted protocols. Specifically, Implementation Program 13 requires amendment of the Sacramento Code to require discovery procedures for paleontological resources found during grading, excavation, or construction.	City of Sacramento, Community Development Department	On-going	City of Sacramento Community Development Department
4.6 Hazards and Hazardous Materials				
Impact 4.6-1: Exposure of people to hazards and hazardous materials during construction activities.	Policies LU 2.8.5, PHS 2.2.9, PHS 3.1.1, PHS 3.1.2, PHS 3.1.4, PHS 4.1.1, PHS 4.1.3 through 4.1.6. Policy LU 2.8.5 requires discouragement of establishment or expansion of potentially hazardous uses that have the potential to disproportionately impact minority or low-income populations. Policy PHS 2.2.9 requires inclusion of emergency responders in the review of development proposals to ensure adequate emergency response times. Policy PHS 3.1.1 requires that buildings and sites under consideration for new development or redevelopment are investigated for the presence of hazardous materials prior to development activities. Policy PHS 3.1.2 requires that property owners of contaminated sites develop plans to investigate and manage hazardous material contamination to prevent risk to human health or	City of Sacramento, Community Development Department	On-going	City of Sacramento Community Development Department

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
	<p>the environment. Policy PHS 3.1.4 requires restriction of hazardous materials transport to designated routes. Policy PHS 4.1.1 requires maintenance and implementation of the Sacramento County Multi-Hazard Emergency Plan to address disasters. Policy PHS 4.1.3 requires the City, in conjunction with other local, State, and Federal agencies, to ensure operational readiness of the Emergency Operations Center, conduct annual training for staff, and maintain, test, and update equipment to current standards. Policy PHS 4.1.4 requires coordination with local and regional jurisdictions to conduct emergency and disaster preparedness exercises to test operational and emergency plans. Policy PHS 4.1.5 requires participation in mutual aid agreements to ensure adequate resources, facilities, and support for emergency response. Policy PHS 4.1.6 requires sponsorship and support of educational programs related to emergency response, disaster preparedness, and disaster risk reduction.</p>			
<p>Impact 4.6-2: Exposure of people to hazards and hazardous materials during the life of the General Plan.</p>	<p>Policies LU 2.8.5, LU 7.2.8, PHS 3.1.1 through 3.1.8, PHS 4.1.1, PHS 4.1.3 through PHS 4.1.6, PHS 5.1.8, EC 2.1.21, EC 2.1.23, SA.M 1.11, SA.M 1.12, SA.PHS 1.1, NS.LU 1.30. Policy LU 2.8.5 requires discouragement of establishment or expansion of potentially hazardous uses that have the potential to disproportionately impact minority or low-income populations. Policy LU 7.2.8 requires industrial uses that use toxic or hazardous materials to be sited away from</p>	<p>City of Sacramento, Community Development Department</p>	<p>On-going</p>	<p>City of Sacramento Community Development Department</p>

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
	<p>existing or planned residential, commercial, or employment uses and to prepare Hazardous Substance Management Plans to limit contamination potential. Policy PHS 3.1.4 restricts transportation of hazardous materials to designated routes within the city to protect public safety. However, it is possible that small quantities of hazardous materials could be transported along roads throughout the city on a daily basis. Policy PHS 3.1.5 encourages clean industries within the city, while discouraging businesses that require onsite treatment of solid waste. With implementation of Policy PHS 3.1.6, future development of hazardous material treatment, storage, and disposal facilities would be consistent with the County’s Hazardous Waste Management Plan and compatible with nearby land uses. Policy PHS 3.1.7 requires continued education of residents and business regarding reduction or elimination of hazardous materials and products and encouragement for use of safer, nontoxic, environmentally friendly equivalents. Policy PHS 3.1.8 requires review of proposed facilities that would produce or store hazardous materials for seismic and geologic hazard, proximity to residential development, and the nature of the risk. The City would also maintain a Multi-Hazard Emergency Response Plan to address hazardous materials spills as required by Policy PHS 4.1.1. Policy PHS 4.1.3 requires the City, in conjunction with other local, State, and Federal agencies, to</p>			

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
	<p>ensure operational readiness of the Emergency Operations Center, conduct annual training for staff, and maintain, test, and update equipment to current standards. Policy PHS 4.1.4 requires coordination with local and regional jurisdictions to conduct emergency and disaster preparedness exercises to test operational and emergency plans. Policy PHS 4.1.5 requires participation in mutual aid agreements to ensure adequate resources, facilities, and support for emergency response. Policy PHS 4.1.6 requires sponsorship and support of educational programs related to emergency response, disaster preparedness, and disaster risk reduction. South Area Community Plan Policies SA.M 1.11 and 1.12 relate to airport safety and planning. SA.PHS 1.1 promotes emergency service coverage in the Valley Hi/North Laguna area. North Sacramento Community Plan Policy NS.LU 1.30 allows low intensity uses in proximity to airport safety zones associated with McClellan Airport operations.</p>			
<p>Impact 4.6-3: Effects to emergency vehicle response times resulting from change in LOS standard.</p>	<p>Policies M 1.3.3, M 4.1.1, M 4.2.6, PHS 1.1.2, PHS 1.1.4, PHS 1.1.5, PHS 2.1.2, PHS 2.1.4, PHS 2.1.5, PHS 2.1.7, PHS 4.1.5. Policies M 1.1.3, M 4.1.1 and M 4.2.6, prioritizes emergency service needs when developing transportation plans, making transportation network changes and creating new street configurations. Policies PHS 1.1.2 and PHS 2.1.2, to achieve and maintain optimal response times for police, fire, and emergency medical services. Policy PHS 4.1.5 requires participation in</p>	<p>City of Sacramento, Community Development Department</p>	<p>On-going</p>	<p>City of Sacramento Community Development Department</p>

2035 General Plan Policies Reducing Environmental Impacts				
Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
	mutual aid agreements to ensure adequate resources, facilities, and support for emergency response.			
4.7 Hydrology, Water Quality, and Flooding				
Impact 4.7-1: Potential to degrade water quality due to increases in sediments and other contaminants generated by construction and/or operational activities.	Policies ER 1.1.1 through ER 1.1.10. Policies ER 1.1.1 – 1.1.10 require: the City to meet water quality requirements of the Phase 1 NPDES Permit; construction contractors to comply with erosion and sediment control and stormwater discharge regulations; watershed education to City staff; and preparation of watershed drainage plans.	City of Sacramento, Community Development Department	On-going	City of Sacramento Community Development Department
Impact 4.7-2: Potential to generate new sources of polluted runoff that could violate water quality standards.	Policies U 1.1.1 – 1.1.5; ER 1.1.3 through ER 1.1.6. Policies U1.1.1 through 1.1.5 require that the City provides and maintains adequate stormwater drainage utility services. Policies ER 1.1.3 through ER 1.1.10 implement measures to reduce post-construction increases in runoff rates, maintain agreements for selected on-site stormwater quality facilities through the development permit process, reduce use of chemicals applied for landscape use, provide recycling programs and facilities to prevent unauthorized dumping, and provide watershed education to City staff.	City of Sacramento, Community Development Department	On-going	City of Sacramento Community Development Department
Impact 4.7-3: Potential to increase exposure of the number of people and/or property to risk of injury and damage from a major flood	Policies U 4.1.1 through U 4.1.5, EC 2.1.2 through EC 2.1.16. Policies EC 2.1.1 through EC 2.1.28, and Implementation Programs 2 through 9 minimize flood-related impacts to existing and new city residents and essential public facilities. Most	City of Sacramento, Community Development Department	On-going	City of Sacramento Community Development Department

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
<p>event.</p>	<p>notably, Policy EC 2.1.13 requires the City to work with SAFCA to achieve by 2020 local-certification of levees for 200-year flood protection. And Policy EC 2.1.11 requires evaluation of potential flood hazards prior to City approval of development projects in order to determine whether the proposed development is reasonably safe from flooding and consistent with DWR Urban Level of Flood Protection Criteria, which is the level of protection that is necessary to withstand a 200-year flood. The policy goes on to state that the City shall not approve new development or a subdivision or enter into a development agreement for any property within a flood hazard zone unless the adequacy of flood protection specific to the area has been demonstrated. Policy EC 2.1.28 requires the City to partner with relevant organizations and agencies when updating critical flood plans (including FEMA and DWR flood hazard maps; the City’s Comprehensive Flood Management Plan; and the County-wide Local Hazard Mitigation Plan) to consider of the impacts of urbanization and climate change on long-term flood safety and long-term flood event probabilities.</p>			
<p>4.8 Noise and Vibration</p>				
<p>Impact 4.8-1: Increase in exterior noise levels above the upper value of the normally acceptable category for various</p>	<p>Policies EC 3.1.1, EC 3.1.2, EC 3.1.8 EC 3.1.11, EC 3.2.1, EC 3.2.2, and LU 2.7.5, M 7.1.4, M7.1.6, NS.LU 1.5, NS.LU 1.29, SN.PHS 1.2, SA.EC 1.3, and SA.FTV 1.4. Policies EC 3.1.1 and EC 3.1.2 establish</p>	<p>City of Sacramento, Community Development</p>	<p>On-going</p>	<p>City of Sacramento Community Development</p>

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
land uses (per Table EC-1).	the City’s exterior noise standards. Policy EC 3.1.8 requires mixed-use, commercial, and industrial development to mitigate operational noise impacts to adjoining sensitive uses. Policy EC 3.1.11 encourages design strategies and other noise reduction methods along transportation corridors in lieu of sound walls. Policies EC 3.2.1 and EC 3.2.2 promote land use compatibility near airports. Policy LU 2.7.5 addresses noise along freeways by requiring landscaping and trees along freeway frontage and inclusion of design elements to reduce noise. Policy M.7.1.4 and M.7.1.6 minimize train and truck noise. North Sacramento Community Plan Policies NS. LU 1.5 and 1.29 require avoiding placement of noise-sensitive land uses adjacent to heavy rail lines and prohibiting residential development within the 65 CNEL McClellan Airport noise exposure contour and requiring conditions to residential development between the 60 and 65 CNEL contours. South Natomas Community Plan Policy SN. PHS 1.2 requires notification of the County Department of Airports for applications for residential entitlements west of I-5.	Department		Department
Impact 4.8-2: Increase in residential interior noise levels of L _{dn} 45 dB or greater.	Policies EC 3.1.3, EC 3.1.4, EC 3.2.1. Policies EC 3.1.3 and 3.1.4 establish the City’s interior noise standards and requirements for interior noise review. Policy EC 3.2.1 restricts new residential development within the 65 dBA CNEL airport noise contour, or in accordance with plans prepared by the Airport Land Use Commission,	City of Sacramento, Community Development Department	On-going	City of Sacramento Community Development Department

2035 General Plan Policies Reducing Environmental Impacts				
Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
	and the City shall only approve noise-compatible land uses.			
Impact 4.8-3: Potential for construction noise levels to exceed the standards in the City of Sacramento Noise Ordinance.	Policy EC 3.1.10. Policy EC 3.1.10 requires proponents of development projects to assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on these uses, to the extent feasible.	City of Sacramento, Community Development Department	On-going	City of Sacramento Community Development Department
Impact 4.8-4: Exposure of existing and/or planned residential and commercial areas to vibration-peak-particle velocities greater than 0.5 inches per second due to construction.	Policies EC 3.1.5 and EC 3.1.6. Policy EC 3.1.5 requires construction projects anticipated to generate a significant amount of vibration to reduce, to the extent feasible, interior vibration levels at nearby residential and commercial uses based on the current City or Federal Transit Administration (FTA) criteria. Policy EC 3.1.6 requires the City to consider potential effects of vibration when reviewing new residential and commercial projects that are proposed in the vicinity of rail lines or light rail lines.	City of Sacramento, Community Development Department	On-going	City of Sacramento Community Development Department
Impact 4.8-5: Exposure of residential and commercial areas to vibration peak particle velocities greater than 0.5 inches per second due to adjacent highway traffic and rail operations.	Policy EC 3.1.6. Policy EC 3.1.6 requires new residential and commercial projects located adjacent to major freeways, hard rail lines, or light rail lines to conduct a site-specific vibration study and implement all feasible mitigation, including design features, setbacks, and wall and window insulation. Implementation of this policy would limit vibration impacts and would ensure adherence to vibration guidelines.	City of Sacramento, Community Development Department	On-going	City of Sacramento Community Development Department
Impact 4.8-6: Exposure of	Policy EC 3.1.7. Policy EC 3.1.7 would ensure that	City of	On-going	City of

2035 General Plan Policies Reducing Environmental Impacts				
Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
historic buildings to vibration-peak-particle velocities greater than 0.25 inches per second due to project construction, highway traffic, and rail operations.	the City require an assessment of the damage potential of vibration-induced construction activities or proposed new light rail lines in close proximity to historic buildings and require all feasible mitigation measures be implemented to ensure no damage would occur, including setbacks, pre-drilling for piles, use of screw piles, and other best practices.	Sacramento, Community Development Department		Sacramento Community Development Department
4.9 Parks and Recreation				
Impact 4.9-1: Potential physical deterioration of existing parks or recreational facilities due to increased use.	Policies ERC 2.1.1, ERC 2.2.1 through ERC 2.2.8, ERC 2.2.11, ERC 2.2.17, ERC 2.2.18, ERC 2.4.1, ERC 2.4.2, ERC 2.5.1, ERC 2.5.4. Policy ERC 2.1.1 requires the City to develop and maintain a complete system of public parks and open space areas throughout Sacramento that provides opportunities for both passive and active recreation. Policies ERC 2.2.1 through ERC 2.2.8 require maintenance and implementation of a Parks and Recreation Master Plan, appropriate timing of parks development, provision of accessible parks within one-half mile of residences, meeting service level standards and goals, exploring creative solutions to provide neighborhood park facilities, preservation and replacement of parks, and prioritization of park investment. Policy ERC 2.4.1 requires the City to maintain service levels to provide linear parks/parkways and trails/bikeways. Policy 2.4.2 requires coordination with local, regional, and State partners to manage, preserve, and enhance	City of Sacramento, Community Development Department	On-going	City of Sacramento Community Development Department

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
	<p>the Sacramento and American River Parkways and other local waterways and riparian corridors. Policy ERC 2.5.4 requires the City to fund the costs of acquisition and development of neighborhood and community parks and community and recreation facilities through land dedication, in lieu fees, and/or development impact fees.</p>			
<p>Impact 4.9-2: Potential to increase need for construction or expansion of recreational facilities.</p>	<p>Policies ERC 2.1.1, ERC 2.2.1 through ERC 2.2.8, ERC 2.2.11, ERC 2.2.17, ERC 2.2.18, ERC 2.4.1, ERC 2.4.2, ERC 2.5.1, ERC 2.5.4. Policy ERC 2.1.1 requires the City to develop and maintain a complete system of public parks and open space areas throughout Sacramento that provides opportunities for both passive and active recreation. Policies ERC 2.2.1 through ERC 2.2.8 require maintenance and implementation of a Parks and Recreation Master Plan, appropriate timing of parks development, provision of accessible parks within one-half mile of residences, meeting service level standards and goals, exploring creative solutions to provide neighborhood park facilities, preservation and replacement of parks, and prioritization of park investment. Policy ERC 2.4.1 requires the City to maintain service levels to provide linear parks/parkways and trails/bikeways. Policy 2.4.2 requires coordination with local, regional, and State partners to manage, preserve, and enhance the Sacramento and American River Parkways and other local waterways and riparian corridors. Policy ERC 2.5.4 requires the City to fund the costs</p>	<p>City of Sacramento, Community Development Department</p>	<p>On-going</p>	<p>City of Sacramento Community Development Department</p>

2035 General Plan Policies Reducing Environmental Impacts				
Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
	of acquisition and development of neighborhood and community parks and community and recreation facilities through land dedication, in lieu fees, and/or development impact fees.			
4.10 Public Services				
Impact 4.10-1: Potential need to construct new or expanded facilities related to the provision of police protection.	Policies PHS 1.1.1 through PHS 1.1.7, PHS 1.1.12. Policy PHS 1.1.1 calls for the City to prepare a Police Master Plan to address staffing needs, facility needs, deployment strategies, and service goals. The Master Plan would be the guiding document for police services in the city. Policies PHS 1.1.2 and PHS 1.1.3 require that the City maintain optimum staffing levels and response times in order to provide quality police services to the community. Policy PHS 1.1.4 mandates that the City keep pace with all development and growth within the city and adequate facilities and staffing are available to serve residents prior to occupation of new development. Policies PHS 1.1.5 and PHS 1.1.12 also deal with the distribution and cooperative delivery of services to residents within the city to ensure optimal police response to all city residents. Policy PHS 1.1.6 seeks to co-locate police facilities with other City facilities, such as fire stations, when appropriate, to promote efficient use of space and efficient provision of police protection services within dense, urban portions of the city. Policy PHS 1.1.7 seeks to prevent crime by implementing Crime Prevention through Environmental Design	City of Sacramento, Community Development Department	On-going	City of Sacramento Community Development Department

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
	strategies.			
<p>Impact 4.10-2: Potential need to construct new, or expand existing facilities related to the provision of fire protection.</p>	<p>Policies PHS 2.1.1 through PHS 2.1.7, PHS 2.1.10, PHS 2.2.4, PHS 2.2.7, PHS 2.2.8. Policy PHS 2.1.1 calls for the City to prepare a Fire Strategic Plan. The Strategic Plan would be the guiding document for the provision of fire services in the city. Policies PHS 2.1.2 and PHS 2.1.3 require that the City maintain emergency response times and staffing levels to ensure optimal fire protection in the community. Policy PHS 2.1.4 further requires additional fire protection resources be supplied when a fire station/company experiences call volumes exceeding 3,500 in a year and Policy PHS 2.1.6 requires that new fire stations are located strategically throughout the city to provide optimum response times to all areas. Policies PHS 2.1.5 and PHS 2.1.7 require new development to set aside land for future fire stations and ensure that adequate fire protection and emergency medical response facilities, equipment, and staffing are available prior to occupation of new development and redevelopment areas. PHS 2.2.4 ensures that adequate water supplies, pressure, and infrastructure are available in infill and newly</p>	<p>City of Sacramento, Community Development Department</p>	<p>On-going</p>	<p>City of Sacramento Community Development Department</p>

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
	developing areas. Policies PHS 2.2.7 and PHS 2.2.8 require that the City work to inform the SFD of potential wildland risks and impose a method to increase fire prevention. In addition, Policy PHS 2.1.10 requires that the City work with other agencies to provide regional cooperative delivery of fire protection and emergency medical services.			
Impact 4.10-3: Potential to impact schools due to generation of additional elementary, middle, and high school students.	Policies ERC 1.1.1 through ERC 1.1.3. Policies ERC 1.1.1 and ERC 1.1.2 encourages the City to work with school districts to ensure that schools are provided to serve all existing and future residents and constructed in the neighborhoods that they serve, in safe locations, and connected to surrounding uses by walkways, bicycle paths, and greenways. Policy ERC 1.1.3 suggests that schools be developed with joint uses to integrate recreational, cultural, and non-school related activities.	City of Sacramento, Community Development Department	On-going	City of Sacramento Community Development Department
Impact 10-4: Potential to impact higher education facilities due to generation of additional post-secondary students.	Policies ERC 1.1.5, ERC 1.1.7. Policy ERC 1.1.5 encourages the development, expansion, and upgrade of higher education facilities. Policy ERC 1.1.7 requires the City to cooperate with higher education systems to explore the possibility of a multi-university campus.	City of Sacramento, Community Development Department	On-going	City of Sacramento Community Development Department
Impact 4.10-5: Potential need to construct new or expanded	Policies ERC 3.1.1 through ERC 3.1.4, ERC 3.1.7. Policy ERC 3.1.1 requires that adequate library	City of Sacramento,	On-going	City of Sacramento

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
<p>facilities related to the provision of library services.</p>	<p>services and facilities are maintained for all residents. Policies ERC 3.1.2 and ERC 3.1.4 address siting including locating libraries in higher density and infill areas, near arterials and transit routes, and in joint-operation with public and private agencies at locations such as school sites or community centers. These policies ensure that libraries are accessible to a wide range of people and are near major community gathering locations. Policy ERC 3.1.3 gives library construction priority to areas in the city that are underserved. Policy ERC 3.1.7 ensures that funding methods are explored jointly between the City and Sacramento Public Library Authority.</p>	<p>Community Development Department</p>		<p>Community Development Department</p>
<p>Impact 4.10-6: Potential need to construct new or the expanded emergency response facilities related to the provision of emergency services.</p>	<p>Policies PHS 4.1.1 through PHS 4.1.5, PHS 5.1.1. Policies PHS 4.1.1 through PHS 4.1.4 are aimed at ensuring that there is adequate disaster preparedness in the city. The City must maintain the Emergency Operations Plan that includes information on disaster preparedness, ensure the operational readiness of the Emergency Operations Center, train staff and conduct emergency and disaster preparedness exercises to test operational and emergency plans, and sponsor and support educational programs pertaining to emergency response, disaster preparedness protocols and procedures, and disaster risk reduction. Policy PHS 4.1.5 ensures</p>	<p>City of Sacramento, Community Development Department</p>	<p>On-going</p>	<p>City of Sacramento Community Development Department</p>

2035 General Plan Policies Reducing Environmental Impacts				
Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
	that the City participate in mutual aid agreements to ensure that adequate resources, facilities, and other support is provided in the event of a disaster. Policy PHS 5.1.1 would help ensure that adequate human services and medical facilities are established in the city to serve the city population.			
4.11 Public Utilities				
Impact 4.11-1: Potential to increase demand for potable water beyond available supply.	Policies U 2.1.11 through 2.1.16, and U2.1.17. Policy U 2.1.11 requires implementation of conservation programs to increase water efficiency. Policy U2.1.12 continues the City's enforcement of water conservation measures. Policy U2.1.13 requires continued investigation of recycled water. Policy U.2.1.14 requires promotion of rain capture systems. Policy U2.1.14 requires the use of water-efficient landscaping in all new development. Policy U2.1.15 requires the use of native and climate appropriate plants; and U.2.17, which requires continued public education and outreach campaigns to promote water conservation. Implementation of these policies would reduce demand for potable water.	City of Sacramento, Community Development Department	On-going	City of Sacramento Community Development Department
Impact 4.11-2: Potential to result in an increase in demand for potable water in excess of the City's existing	Policies U 1.1.1, U 1.1.5, U 1.1.6, U 2.1.3, U 2.1.9, and U 2.1.10. Policies U 1.1.1, U 1.1.5, and U 1.1.6 require adequate provision of utilities, ensuring appropriate timing and phasing of public facilities	City of Sacramento, Community Development	On-going	City of Sacramento Community Development

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
<p>diversion and treatment capacity, which could require the construction of new water supply facilities.</p>	<p>and service to coincide with approved urban development, and requiring new development to provide adequate facilities or pay fair share without impacting service levels. Policy U 2.1.3 requires the City to plan, secure funding for, and procure sufficient water treatment capacity and infrastructure to meet projected water demands. Policy U 2.1.9 requires the City to ensure that water supply capacity is in place prior to granting building permits for new development. Policy U 2.1.10 requires the City to achieve a 20 percent reduction in per-capita water use by 2020 consistent with the State’s 20x2020 Water Conservation Plan.</p>	<p>Department</p>		<p>Department</p>
<p>Impact 4.11-3: Potential to generate additional wastewater and stormwater, which could require the expansion of existing conveyance facilities.</p>	<p>Policies Policies U 1.1.1 through U.1.1.8, U 3.1.2, U 3.1.3, U 3.1.4, and U 4.1.1 through U 4.1.3. Policies U 1.1.1 through U 1.1.8 require adequate provision of utilities, establishment and maintenance of citywide utility service standards, provision of sustainable utility facilities and services, requiring new development to provide adequate facilities or pay fair share cost, development and implementation of a utilities financing strategy, identification and prioritization of infill areas for infrastructure improvements, and supporting development of joint-use facilities. Policy U 3.1.2 requires design of public facilities and infrastructure to meet ultimate capacity needs. Policy U 3.1.3 requires development of design standards to reduce infiltration into new City-maintained sewer pipes. Policy U 3.1.4</p>	<p>City of Sacramento, Community Development Department</p>	<p>On-going</p>	<p>City of Sacramento Community Development Department</p>

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
	<p>requires continuation of rehabilitation of the Combined Sewer System to decrease flooding and outflows or overflows. Policy U 4.1.1 that requires the City to ensure that all new drainage facilities are adequately sized to accommodate stormwater runoff. Policy U 4.1.2 requires the City to ensure that public facilities and infrastructure are designed pursuant to basin master plans and Policy U 4.1.3 states that the City shall coordinate with the County as well as other agencies in the development of regional stormwater facilities.</p>			
<p>Impact 4.11-4: Potential to require the need for expansion of wastewater treatment facilities, which could adversely affect the environment.</p>	<p>Policies U 1.1.1 through U.1.1.8, U 3.1.2, U 3.1.3, U 3.1.4. Policies U 1.1.1 through U 1.1.8 require adequate provision of utilities, establishment and maintenance of citywide utility service standards, provision of sustainable utility facilities and services, requiring new development to provide adequate facilities or pay fair share cost, development and implementation of a utilities financing strategy, identification and prioritization of infill areas for infrastructure improvements, and supporting development of joint-use facilities. Policy U 3.1.2 requires design of public facilities and infrastructure to meet ultimate capacity needs. Policy U 3.1.3 requires development of design standards to reduce infiltration into new City-maintained sewer pipes. Policy U 3.1.4 requires continuation of rehabilitation of the Combined Sewer System to decrease flooding and outflows or overflows.</p>	<p>City of Sacramento, Community Development Department</p>	<p>On-going</p>	<p>City of Sacramento Community Development Department</p>

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
<p>Impact 4.11-5: Potential to result in the construction of new solid waste facilities or expansion of existing facilities.</p>	<p>Policies U 5.1.1 through U 5.1.25. Policies 5.1.1 requires the city to achieve zero waste to landfills by 2040 through reusing, reducing, and recycling solid waste, and in the interim, achieve a waste reduction goal of 75% diversion by 2020 over 2005 levels and 90% diversion by 2030. Policies 5.1.2 through 5.1.4 require continued coordination with the County in providing long-term disposal capacity and GHG reduction, provision of adequate transfer station facilities, and ensuring equitable distribution of solid waste and recycling facilities. The programs provided through Policies U 5.1.5 to U 5.1.13 are designed to ensure the City continues to provide recycling and clean-up services for its residents and businesses. Many of these programs are already in place, and continue to promote waste diversion, which will help reduce waste flow to landfills. Policies U.5.1.15 to U.5.1.21 provide long-term objectives for minimizing the city’s contribution to solid waste by providing additional encouragement and education regarding recycling and development of new techniques for solid waste disposal. Policies U5.1.22 through U5.1.25 promote composting and vermiculture, education and outreach related to composting, support Solid Waste Authority’s Sacramento Greencycle effort, and sponsor educational programs regarding benefits of solid waste diversion and recycling.</p>	<p>City of Sacramento, Community Development Department</p>	<p>On-going</p>	<p>City of Sacramento Community Development Department</p>
<p>Impact 4.11-6: Potential to require or result in the</p>	<p>Policies U 6.1.1 through U 6.1.17. Policies U 6.1.1 through U 6.1.4 require the City to work closely</p>	<p>City of Sacramento,</p>	<p>On-going</p>	<p>City of Sacramento</p>

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
<p>construction of new energy production or transmission facilities.</p>	<p>with local utility providers to ensure adequate provision of electricity and natural gas, reduction of peak electric load by 10% by 2020 compared to 2004, reduction of fleet GHG emissions by 75% by 2020 compared to 2005, and improve energy efficiency of City facilities by 25% by 2030 compared to 2005. Policy U 6.1.5 would encourage new and existing residential and commercial developers to use renewable and recyclable energy and consume 25 percent less energy compared to the baseline year of 2005. Policies U 6.1.6 through U 6.1.8 focus on promoting the use of renewable resources, which would help reduce the cumulative impacts associated with non-renewable energy sources. Standards and incentives related to energy-efficiency proposed by Policies U 6.1.10 through U 6.1.13 would have a lasting positive effect on the cumulative impacts in the Policy Area. Policies U 6.1.11 through U 6.1.17 require energy efficiency improvements, incentives, partnerships, and education.</p>	<p>Community Development Department</p>		<p>Community Development Department</p>
<p>Impact 4.11-7: Potential to require the construction of new or expansion of existing telecommunication facilities.</p>	<p>Policies U 7.1.1 through U 7.1.8. Policies U 7.1.1, U 7.1.2, U 7.1.4, and U 7.1.6 would allow the City to work closely with telecommunications providers to maintain necessary service levels while regulating development of new facilities. Policy U 7.1.2 would ensure utility companies retrofit areas that do not have facilities that meet current telecommunication technologies and provide strategies for long-range planning of</p>	<p>City of Sacramento, Community Development Department</p>	<p>On-going</p>	<p>City of Sacramento Community Development Department</p>

2035 General Plan Policies Reducing Environmental Impacts				
Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
	telecommunication facilities for new development areas. Additionally, Policy U 7.1.6 specifically requires the City to implement state-of-the-art internal telecommunication facilities and software in large scale planned communities and office and commercial developments. Policies U 7.1.3 and U 7.1.4 address future advances in telecommunication, and ensure that utility providers within the city would be encouraged to maintain state-of-the-art facilities and practices, including those that help minimize demand for telecommunication services and, subsequently, construction of new facilities.			
4.12 Transportation and Circulation				
Impact 4.12-1: Potential to adversely affect pedestrian, bicycle, transit, and other non-auto mobility in conjunction with planned future development in the region.	Policies M 1.1.1, M 1.2.1 through M 1.2.3, M 1.3.1 through M 1.3.5, M 1.4.3, M 4.2.1 through M 4.2.6, LU 1.1.5, LU 2.6.1, LU 2.7.6, LU 4.1.3, LU 4.1.6, and LU 4.2.1. Policy M1.1.1 requires the City to preserve and manage rights-of-way consistent with City standards. Policies M1.2.1 through M1.2.3 require management of the circulation system to ensure safe conditions and quality of the system and prioritization of emergency service needs when developing transportation plans and network changes. Policies M 1.3.1 through M 1.3.5 promote efficient travel for all modes by requiring applicable new development to develop a well-connected transportation grid or modified grid network, by	City of Sacramento, Community Development Department	On-going	City of Sacramento Community Development Department

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
	<p>eliminating gaps in the network, improving transit access, removing barriers to accessibility, and improving connections to transit stations. Policy M 1.4.3 encourages residential developments to participate in or create Transportation Management Associations to reduce single-occupant vehicle trips. Policies M 4.2.1 through M 4.2.6 promotes pedestrian and bicycle transportation by ensuring that roadway projects designate sufficient travel spaces for all users, Ensuring adequate street tree canopy, addition of pedestrian and bicycle facilities on bridges, designate multi-modal corridors in the Central City, and identifying and filling gaps to make streets more complete. Policy LU 1.1.5 promotes infill development, reuse, and growth, including promoting pedestrian- and bicycle-friendly neighborhoods. Policy LU 2.6.1 promotes compact development patterns, mixed use, and higher-development intensities that facilitate walking, bicycling, and transit use. Policy LU 2.7.6 requires new development and reuse and investment projects to create walkable, pedestrian-scaled blocks, publicly accessible mid-block and alley pedestrian routes where appropriate, and sidewalks appropriately scaled for the anticipated pedestrian use. Policy LU 4.1.6 promotes better multi-model connections between residential neighborhoods and community-supportive destinations. Policy LU 4.2.1 requires the City to pursue opportunities to promote walking and</p>			

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
	biking in existing suburban neighborhoods.			
<p>Impact 4.12-2: Adverse effects to roadway LOS within the Policy Area associated with planned future development in the region.</p>	<p>Policies M 1.2.2, M 1.3.1 through M 1.3.6, M 1.4.1, and M 1.4.2. Policy M 1.2.2 requires implementation of a flexible Level of Service (LOS) standard. Policies M 1.3.1 through M 1.3.5 promote efficient travel for all modes by requiring applicable new development to develop a well-connected transportation grid or modified grid network, by eliminating gaps in the network, improving transit access, removing barriers to accessibility, and improving connections to transit stations. Policy M 1.3.6 requires the City to work with adjacent jurisdictions and SACOG to identify linkage opportunities for existing and future transportation corridors through jurisdictional boundaries. Policies M 1.4.1 and M 1.4.2 promote increase in vehicle occupancy and reduction of single-occupancy vehicle trips.</p>	<p>City of Sacramento, Community Development Department</p>	<p>On-going</p>	<p>City of Sacramento Community Development Department</p>
<p>Impact 4.12-3: Potential adverse effects to roadway segments located in adjacent jurisdictions resulting from planned development under the 2035 General Plan, such that the jurisdictions minimum acceptable level-of-service thresholds are not met.</p>	<p>Policies M 1.2.2, M 1.3.1, M 1.3.2, M 1.3.3, M 1.3.5, M 1.3.6, M 1.4.1, and M 1.4.2. Policies M1.2.2 through M1.2.3 require management of the circulation system to ensure safe conditions of the system. Policies M 1.3.1 through 1.3.3 and M 1.3.5 promote efficient travel for all modes by requiring applicable new development to develop a well-connected transportation grid or modified grid network, by eliminating gaps in the network, improving transit access, removing barriers to accessibility, and improving connections to transit</p>	<p>City of Sacramento, Community Development Department</p>	<p>On-going</p>	<p>City of Sacramento Community Development Department</p>

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
	<p>stations. Policy M 1.3.6 requires the City to work with adjacent jurisdictions and SACOG to identify linkage opportunities for existing and future transportation corridors through jurisdictional boundaries. Policies M 1.4.1 and M 1.4.2 promote increase in vehicle occupancy and reduction of single-occupancy vehicle trips.</p> <p>Mitigation Measure 4.12-1. Widen 47th Avenue from 4 to 6 lanes. (The feasibility of implementing this mitigation measure is unlikely due to potential policy conflict, right-of-way availability, and potential environmental impact.)</p>	County of Sacramento	Uncertain	County of Sacramento
Impact 4.12-4: Potential impacts to freeway segments.	<p>Policies M 1.2.2, M 1.3.1, M 1.3.2, M 1.3.3, M 1.3.5, M 1.3.6, M 1.4.1, M 1.4.2, M 1.5.6, M 1.5.7, M 4.1.5. Policies M1.2.2 through M1.2.3 require management of the circulation system to ensure safe conditions of the system. Policies M 1.3.1 through 1.3.3 and M 1.3.5 promote efficient travel for all modes by requiring applicable new development to develop a well-connected transportation grid or modified grid network, by eliminating gaps in the network, improving transit access, removing barriers to accessibility, and improving connections to transit stations. Policy M 1.3.6 requires the City to work with adjacent jurisdictions and SACOG to identify linkage opportunities for existing and future transportation corridors through jurisdictional boundaries. Policies M 1.4.1 and M 1.4.2 promote</p>	City of Sacramento, Community Development Department	On-going	City of Sacramento Community Development Department

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
	increase in vehicle occupancy and reduction of single-occupancy vehicle trips. Policy M 1.5.6 supports State highway expansion consistent with SACOG’s MTP/SCS. Policy 1.5.7 requires the City to work with Caltrans and adjacent jurisdictions to identify funding for improvements that address cumulative effects of planned development on the freeway system. Policy M 4.1.5 requires the City to work with adjacent jurisdictions and other agencies in the context of multimodal corridor planning to determine the appropriate responsibilities to fund, evaluate, plan, design, construct, and maintain new river crossings.			
Impact 4.12-5: Potential construction-related impacts to the local roadway network.	Policies M 1.2.2, M 4.1.1, LU 2.5.1. Policy M 1.2.2 requires implementation of a flexible Level of Service (LOS) standard. Policy M 1.4.1 promotes increase in vehicle occupancy. Policy LU 2.5.1 requires new development to maximize connection and minimize barriers between neighborhoods, corridors, and centers.	City of Sacramento, Community Development Department	On-going	City of Sacramento Community Development Department
4.13 Visual Resources				
Impact 4.13-1: Creation of a new source of light or glare that is substantially greater than typical urban sources and may cause sustained annoyance and/or hazard for	Policies LU 6.1.12, ER 7.1.3, ER 7.1.4. Policy ER 7.1.3 requires that misdirected, excessive, or unnecessary outdoor lighting be minimized. Policy LU 6.1.12, Compatibility with Adjoining Uses, includes a requirement for lighting to be shielded and directed downward to minimize impacts on	City of Sacramento, Community Development Department	On-going	City of Sacramento Community Development Department

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
<p>nearby, visually sensitive receptors, such as neighborhood residents.</p>	<p>adjacent residential uses. Policy ER 7.1.4 prohibits new development from (1) using reflective glass that exceeds 50 percent of any building surface and on the bottom three floors, (2) using mirrored glass, (3) using black glass that exceeds 25 percent of any surface of a building, (4) using metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building, and (5) using exposed concrete that exceeds 50 percent of any building. These design features would minimize potential impacts related to daytime glare.</p>			
<p>Impact 4.13-2: Interference with an important, existing scenic resource or degrade the view of an important, existing scenic resource, as seen from a visually sensitive, public location.</p>	<p>Policies LU 2.2.1 through 2.2.3, LU 2.3.1, LU 2.3.2, LU 5.6.4, LU 5.6.5, LU 6.1.12, LU 9.1.4, ER 7.1.1, ER 7.1.2, ER 7.1.5. Policies LU 2.2.1 through LU 2.3.3 encourage access to and protection of rivers and waterways by encouraging conservation and restoration and improving access. Policy LU 2.3.2 requires development adjacent to parks and opens spaces to complement and benefit the park and opens space in part by preserving visual access, requiring development to front, using single-loaded streets, providing pedestrian and multi-use trails. Policy LU 5.6.5 protects views of the capitol by requiring conformance with the Capitol View Protection Act. Policy LU 6.1.12 requires compatibility with adjoining uses, including height, setbacks, landscaping, and lighting. Policy LU 9.1.4 requires use of open space to soften edges between urban and natural environments. Policy ER 7.1.1 would guide the</p>	<p>City of Sacramento, Community Development Department</p>	<p>On-going</p>	<p>City of Sacramento Community Development Department</p>

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
	<p>City to avoid or reduce substantial adverse effects of new development on views from public places to the Sacramento and American Rivers and adjacent greenways, landmarks, and the State Capitol along Capitol Mall. This is further complemented by Policy ER 7.1.2, which states that the City shall require new development be located and designed to visually complement the natural environment/setting when near the Sacramento and American Rivers, and along streams.</p>			
4.14 Climate Change				
<p>Impact 4.14-1: Potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.</p>	<p>Policies LU 1.1.4, LU 1.1.5, LU 1.1.10, LU 2.2.2, LU 2.3.1, LU 2.4.1, LU 2.5.1, LU 2.5.2, LU 2.6.1, LU 2.6.3 through 2.6.11, LU 2.7.6, LU 2.8.4, LU 2.8.6, LU 4.1.1 through 4.1.4, LU 4.1.6 through 4.1.10, LU 4.2.1, LU 4.2.2, LU 4.3.1, LU 4.3.2, LU 4.4.6, LU 4.5.2, LU 4.5.3, LU 4.5.4, LU 4.5.5, LU 5.1.2, LU 5.1.4, LU 5.1.5, LU 5.4.1, LU 5.4.2, LU 5.4.3, LU 5.5.1, LU 5.6.2, LU 5.6.3, LU 6.1.1 through LU 6.1.6, LU 6.1.8, LU 6.1.9, LU 7.1.2, LU 7.1.4, LU 8.2.2, LU 8.2.6, LU 8.2.7, LU 9.1.3, LU 10.1.3, HCR 2.1.6, HCR 2.1.7, HCR 2.1.10 through HCR 2.1.12, HCR 2.1.14, HCR 2.1.15, HCR 2.1.17, ED 1.1.7, ED 3.1.9, M 1.3.3, M 1.3.5, M 1.4.1 through M 1.4.3, M 1.5.1, M 1.5.2, M 1.5.4, M 1.5.5, M 2.1.1 through M 2.1.5, M 2.1.7, M 2.1.9, M 3.1.1 through M 3.1.5, M 3.1.8 through M 3.1.10, M 3.1.12, M 3.1.13 through M 3.1.20, M 3.2.1 through M 3.2.5, M 3.3.1, M 4.2.1 through M</p>	<p>City of Sacramento, Community Development Department</p>	<p>On-going</p>	<p>City of Sacramento Community Development Department</p>

2035 General Plan Policies Reducing Environmental Impacts

Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
	<p>4.2.6, M 4.3.1, M 4.3.2, M 4.4.2 through M 4.4.4, M 5.1.1 through M 5.1.14, M 6.1.1, M 6.1.2, M 6.1.4, M 6.1.7, M 6.1.8, M 9.1.3, U 1.1.8, U 1.1.9, U 2.1.2, U 2.1.10 through U 2.1.17, U 3.1.2, U 3.1.5, U 4.1.2, U 4.1.5, U 4.1.6, U 5.1.1, U 5.1.2, U 5.1.4, U 5.1.8, U 5.1.10 through U 5.1.17, U 5.1.20 through U 5.1.25, U 6.1.2 through U 6.1.11, U 6.1.13 through U 6.1.17, PHS 4.1.1, PHS 4.1.7, PHS 5.1.7 through PHS 5.1.15, ER 1.1.1, ER 1.1.8, ER 1.1.9, ER 2.1.1 through ER 2.1.9, ER 2.1.14 through ER 2.1.16, ER 3.1.1 through ER 3.1.9, ER 4.1.1, ER 4.2.1 through ER 4.2.3, ER 6.1.1 through ER 6.1.3, ER 6.1.5 through ER 6.1.14, EC 2.1.28.</p> <p>The proposed General Plan contains a comprehensive strategy that achieves a community-wide GHG emissions reduction target of 15 percent below 2005 levels by the year 2020, and sets the City on course towards reducing ongoing GHG emissions reductions in the future through 2035 and 2050. The proposed 2035 General Plan incorporates the GHG reduction strategy of the 2012 CAP, which demonstrates the project’s compliance mechanism for achieving the City’s adopted GHG reduction target of 15 percent below 2005 emissions by 2020. Policy ER 6.1.8 commits the City to assess and monitor performance of GHG emissions reduction efforts beyond 2020, and progress toward meeting long-term GHG emissions reduction goals. Policy ER 6.1.9 also commits the City to evaluate the feasibility and effectiveness of new GHG emissions</p>			

2035 General Plan Policies Reducing Environmental Impacts				
Impact	General Plan Policies	Implementing Party	Timing	Monitoring and Enforcement
	reduction measures in view of the City's longer-term GHG emission reduction goals.			

RESOLUTION NO. _____

**ADOPTING AND IMPLEMENTING THE
SACRAMENTO 2035 GENERAL PLAN, INCORPORATING THE
CLIMATE ACTION PLAN, AND REPEALING THE 2030 GENERAL
PLAN
(LR12-003)**

BACKGROUND

A. California state law requires each city to adopt a comprehensive, long-range general plan to guide the physical development of the incorporated city and any land outside of the City boundaries that bears a relationship to its planning activities.

B. The City desires to adopt and implement an updated general plan to replace the existing 2030 City of Sacramento General Plan. The updated general plan, to be known as the Sacramento 2035 General Plan, covers the land use planning period through 2035

C. A Master Environmental Impact Report was prepared for purposes of analyzing the environmental effects of the expected development to occur in accordance with the updated general plan through 2035.

D. On January 15, 2015, the City Planning Commission conducted a public hearing on the Sacramento 2035 General Plan and forwarded it to the City Council with a recommendation to approve.

E. On March 3, 2015, the City Council conducted a noticed public hearing (Sacramento City Code Section 17.812.030 (B)3(b) (publication) and received and considered evidence concerning the Sacramento 2035 General Plan and Master EIR.

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

Section 1. Master EIR Certified for the Sacramento 2030 General Plan.

The Master EIR for the Sacramento 2035 General Plan has been certified by Resolution No. 2015-_____.

Section 2. Administrative Record.

The City Council has considered all of the evidence submitted into the administrative record as described in Section 2 of Exhibit A of Resolution No. 2015-_____.

Section 3. Findings.

Based on the foregoing evidence contained in the administrative record described above, the City Council finds as follows:

(a) The Sacramento 2035 General Plan has been prepared in full compliance with the applicable requirements of the State Planning and Zoning Law (Gov. Code §65000 *et seq.*) and comprises a comprehensive, long-term general plan for the physical development of the City and lands located outside of the territorial limits of the City which bear a relation to its planning. The Sacramento 2035 General Plan (Part 2) contains the substance of each of the seven state-mandated elements, to the extent that the subject of the element exists within the planning area, addressing land use, circulation, housing (adopted by separate action of the City Council on December 17, 2013 by Resolution No. 2013-0415), conservation, open space, noise, and safety. The Sacramento 2030 General Plan also includes optional elements addressing urban design, historic and cultural resources, and economic development.

(b) Preparation of the 2035 General Plan included outreach to provide for the involvement and input of local residents, businesses, other public agencies, the California Native American Heritage Commission tribes, public utility providers, and civic, educational, and other community groups. The public review draft of the 2035 General Plan was referred out for comment to all local and state agencies as required under applicable law and all comments received were considered.

(c) The Sacramento 2035 General Plan (Part 3) contains policies that supplement city-wide goals and policies but focus more geographically on the ten individual community plan areas.

(d) The Sacramento 2035 General Plan (Part 4) contains specific implementation programs related to the goals and policies set out in Parts 2 and 3 to ensure that 2035 General Plan is reviewed, maintained, and implemented in a systematic and consistent manner.

(e) The Sacramento 2035 Background Report (Exhibit B) that represents the physical, social, and economic resource information required to support the preparation of the General Plan.

(f) The Land Use and Urban Design Element establishes the location and extent of uses for housing, business, industry, open space, and other categories of public and private uses; and standards for population density and building intensity for the various designations. This element also addresses urban form, to inform future development with a common understanding of the characteristics that contribute to good design and to ensure that individual project design considers the form and character of the community as a whole. The Land Use and Urban Design Element reflects the City's commitment to "grow smarter" by emphasizing infill development and reuse of underutilized properties, intensifying development near transit and mixed-use activity centers, and locating jobs closer to housing, all of which will increase walking,

biking, and transit use, and reduce automobile use, gasoline consumption, air pollution, greenhouse gas emissions, and personal commute times.

(g) The Historic and Cultural Resources Element provides for identification, protection, and assistance in the preservation of historic and cultural resources. The policies maintain a citywide preservation program consistent with the State and Federal Certified Local Government programs, and provide for consultation with the appropriate organizations and individuals (including the Native American Heritage Commission and Native American groups) to minimize potential impacts to historic and cultural resources.

(h) The Economic Development Element contains policies that support a healthy and sustainable economy to enable the City to achieve many of its financial and economic goals. Businesses are an important source of the city's economic well-being, and the policies provide for economic development partnerships, incentives, and a supportive business climate to retain and expand existing and attract new businesses.

(i) The Housing Element has been previously adopted by the City Council on December 17, 2013 by Resolution No. 2013-0415.

(j) The Mobility Element establishes the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all of which are correlated with the Land Use and Urban Design Element to support "smart growth" while addressing levels of service for all forms of transportation (transit, bicycle and pedestrian, automobile) and achieving consistency with regional transportation plans. Policies in this element provide for increased transportation choices through the development of an integrated, multi-modal transportation system and a flexible Level of Service (LOS) standard to support planned development and require enhanced infrastructure to support transit, walking, and biking in multi-modal districts.

(k) The Utilities Element provides for high-quality and efficient utility service throughout the city, seeks to limit impacts to environmentally sensitive areas, and emphasizes the City's commitment to sustainability. Utilities-related policies ensure a reliable water supply, promote water conservation to increase water use efficiency, provide for adequate and reliable sewer service, ensure new drainage facilities are adequately sized and constructed and support coordinated efforts in the development of regional stormwater facilities, and support a wide range of programs to reduce waste, use recycled building materials, and support the recycling of construction and landscaping waste. These policies also require reductions in peak electric load for city facilities, reductions of City fleet fuel consumption, improved energy efficiency of City facilities, and encouragement of city residents to consume less energy, and support an increased reliance on renewable energy. In addition, to further increase the city's environmental sustainability, the policies require that new buildings be designed and sited to maximize energy generation opportunities (e.g., solar) and promote public education about resource conservation.

(l) The Education, Recreation, and Culture Element provides for the development and maintenance of a variety of new and existing parks and recreational, educational, and cultural facilities and programs throughout the city to enable access from every neighborhood.

(m) The Public Health and Safety Element provides for the long-term health, safety, and well-being of residents and businesses and includes policies that maintain police and fire protection commensurate with population growth; policies that provide for the documentation, monitoring, clean-up, and reuse of hazardous materials and sites; and emergency response policies addressing natural disasters such as floods, earthquakes, urban and wildland fires, and terrorist acts.

(n) The Environmental Resources Element provides for the protection of surface water and groundwater from the degradation of runoff and pollution; the protection of important biological resources such as wildlife habitat, open space corridors, and ecosystems; the enhancement of the city's urban forest, recognizing this valuable environmental resource that distinguishes Sacramento as a "City of Trees" and greatly benefits city residents by reducing the urban heat island effect, making streets and sidewalks more pleasant places to walk, and absorbing carbon dioxide and pollution and producing oxygen which improve air quality and human health; the protection of agriculture and mineral resources consistent with an urban environment; the improvement of air quality through the reduction of air pollutants from vehicles, industry and other sources; and the reduction of greenhouse gases in order to minimize global climate change, which is a fundamental objective that underlies policies throughout the 2035 General Plan.

(o) The Environmental Constraints Element provides for the protection of the public from seismic and geologic hazards; from flooding hazards through maintenance of existing natural channel floodplain storage areas and by supporting the Sacramento Area Flood Control Agency (SAFCA) in implementing projects that will ultimately provide a 200-year level of flood protection or greater; and from noise hazards by identifying and appraising noise impacts and establishing exterior and interior noise standards.

(p) The 2035 General Plan encompasses and underscores the City's commitment to "grow smarter" and "live lightly." Key strategies included in the 2035 General Plan include land use patterns that focus on infill and mixed use development that support public transit and increase opportunities for pedestrians and bicycle use; quality design guidelines and "complete streets" to enhance neighborhood livability and the pedestrian experience; "green building" practices including 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. The 2035 General Plan also functions as a climate action plan. A climate action plan is a comprehensive strategy to reduce greenhouse gas emissions. The Sacramento Climate Action Plan was adopted by City Council on February 14, 2012 by Resolution No. 2012-030. The 2035 General Plan integrates actions and measures, from the climate action plan, within its overall policy framework. This integrated approach allows the 2035 General Plan to be recognized as

a “Plan for the Reduction of Greenhouse Gas Emissions” (as allowed for in section 15183.5 of the California Environmental Quality Act Guidelines).

(q) The City of Sacramento 2013-2021 Housing Element was adopted by separate action of the City Council on December 17, 2013 by Resolution No. 2013-0415, The 2035 Sacramento General Plan, of which the Housing Element is part, is consistent with and complementary of the previously adopted Housing Element.

Section 4. Exhibits A, B, and C are part of this resolution.

Section 5. Conclusions.

Based on the foregoing evidence, findings, and determinations, the City Council concludes that the Sacramento 2035 General Plan has been prepared in full compliance with State law and that it will serve as an effective policy guide for determining the appropriate physical development and character of the City.

Section 6. Approval and Implementation.

Based on the foregoing evidence, findings, determinations, and conclusions, the Sacramento 2035 General Plan (March 2015) is approved and shall take effect 30 days after passage of this resolution, at which time the 2009 General Plan, the 2007 Sustainability Master Plan, and the 2012 Climate Action Plan shall be repealed and have no further force and effect. The 2035 General Plan goals and policies shall be implemented as soon as possible thereafter.

Table of Contents:

Exhibit A: Public Hearing Draft 2035 General Plan

Exhibit B: 2035 General Plan Background Report

Exhibit C: Supplemental Changes to the Draft 2035 General Plan

Public Hearing Draft 2035 General Plan

The Public Hearing Draft 2035 General Plan may be found here:

<http://portal.cityofsacramento.org/Community-Development/Planning/Long-Range/General-Plan/General-Plan-Update>

2035 General Plan Background Report

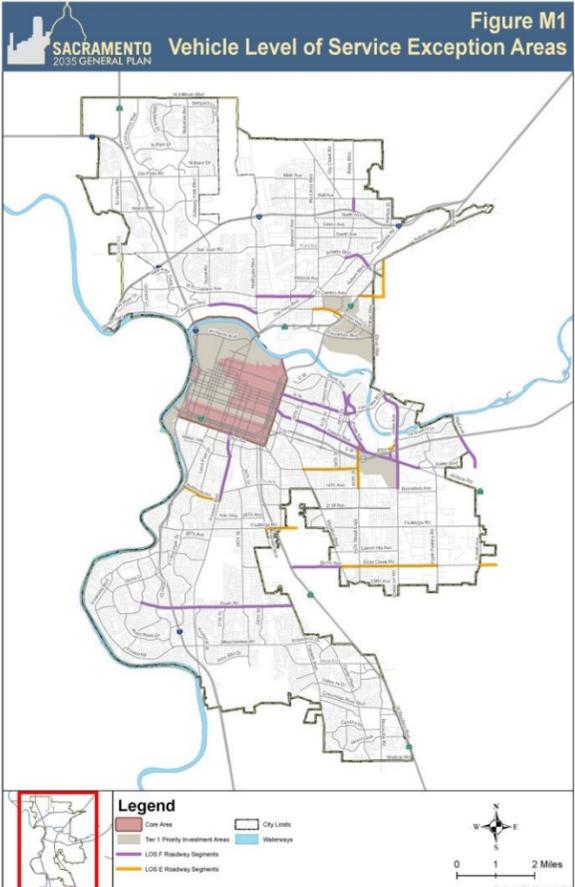
The Background Report may be found here:

<http://portal.cityofsacramento.org/Community-Development/Planning/Long-Range/General-Plan/General-Plan-Update>

Supplemental Changes to the Draft 2035 General Plan/MEIR

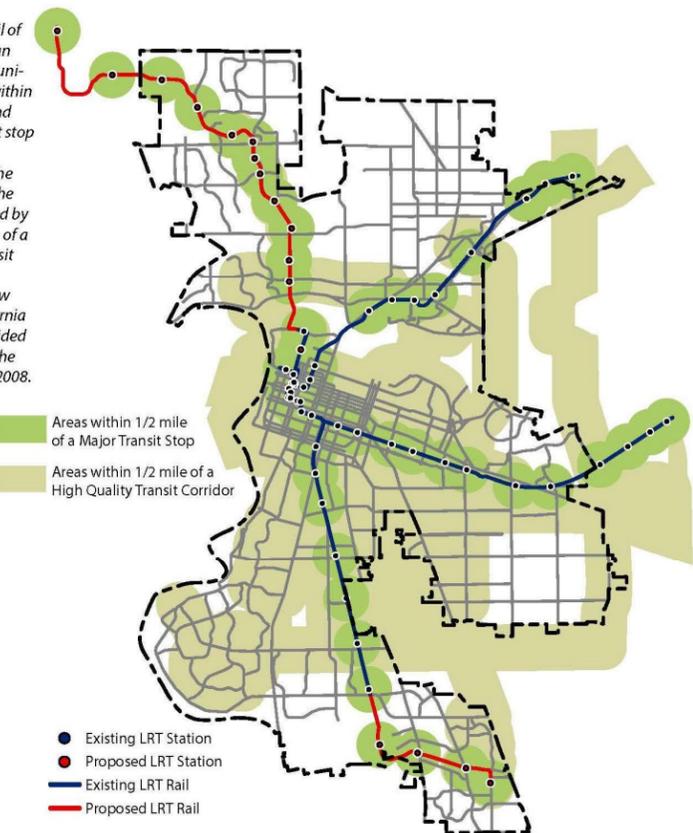
Text deletions are shown in strikethrough (~~strikethrough~~), and text additions are shown in double underline (double underline).

#	Source	Description	Changes to the Draft 2035 General Plan/MEIR	Staff Recommendation/Comments															
1	Planning & Design Commission	Revision to Urban Forest Policy ER 3.1.2	ER 3.1.2 Manage and Enhance <u>the City's tree canopy</u>. The City shall continue to plant new trees, ensure new developments have sufficient right-of-way width for tree plantings, manage and care for all publicly owned trees, and work to retain healthy trees. <u>The City shall monitor, evaluate and report, by community plan area and city wide, on the entire tree canopy in order to maintain and enhance trees throughout the City and to identify opportunities for new plantings.</u> (RDR/MPSP/SO)	Recommended. In response to direction from Planning and Design Commission, the revised policy provides a policy mechanism for monitoring and maintenance of the City's tree canopy.															
2	City Staff	Revision to Park Policy ERC 2.2.4	ERC 2.2.4 Park Acreage Service Level Goal. The City shall <u>strive to</u> develop and maintain 5 acres of neighborhood and community parks and <u>other</u> recreational facilities/sites per 1,000 population.	Recommended. The revised policy provides more clarity and purpose.															
3	City Staff	Revision to Park Policy ERC 2.2.5	ERC 2.2.5 Meeting Service Level Goal. The City shall require new residential development to <u>meet its fair share of the park acreage service level goal by either dedicating</u> land for new parks, <u>paying</u> a fair share of the costs for new parks and recreation facilities, and/or pay a fair share for or rehabilitation or renovation of existing parks and recreation facilities. For new development in urban areas where land dedication <u>or acquisition is constrained by a lack of available suitable properties is not reasonably feasible</u> (e.g., the Central City), the City shall require new development to <u>shall</u> either construct improvements or pay fees for existing park and recreation facility enhancements to address increased use. Additionally, the City shall <u>identify and pursue the best possible options for creative</u> park development opportunities , such as joint use, regional park partnerships, private open space, and acquisition of parkland, and use of <u>with</u> grant funding. (RDR/MPSP/FB)	Recommended. The revised policy provides more clarity and purpose.															
4	City Staff	Delete "Sutterville Road" from table 2-2 of the Draft MEIR.	<table border="1"> <thead> <tr> <th colspan="5">Table 2-2 City Of Sacramento 2035 General Plan Subsequent Projects</th> </tr> <tr> <th>Name</th> <th>Location</th> <th>PIA</th> <th>Description</th> <th>Budget/Funding</th> </tr> </thead> <tbody> <tr> <td>Sacramento River Crossing</td> <td>Either Broadway <u>or</u> Marina View, or Sutterville Road</td> <td>CBD</td> <td>New Southern Bridge: from Sacramento to West Sacramento across the Sacramento River. Includes: auto, transit, bicycle and pedestrian facilities. The Sacramento River Crossings Alternatives Study analyzed a new crossing at either Broadway <u>or</u> Marina View, or Sutterville Road, but final alignment options will be studied in subsequent planning efforts.</td> <td>\$251,423,681</td> </tr> </tbody> </table>	Table 2-2 City Of Sacramento 2035 General Plan Subsequent Projects					Name	Location	PIA	Description	Budget/Funding	Sacramento River Crossing	Either Broadway <u>or</u> Marina View, or Sutterville Road	CBD	New Southern Bridge: from Sacramento to West Sacramento across the Sacramento River. Includes: auto, transit, bicycle and pedestrian facilities. The Sacramento River Crossings Alternatives Study analyzed a new crossing at either Broadway <u>or</u> Marina View, or Sutterville Road , but final alignment options will be studied in subsequent planning efforts.	\$251,423,681	Recommended. Table 2-2 includes a reference to the Sacramento River Crossing and refers to potential crossings at Broadway, Marina View, or Sutterville Roads. Sutterville Road was included in the potential locations because it has appeared in the Metropolitan Transportation Plan (MTP), the regional master planning document that is the basis for long-range transportation planning. The City Council has, however, concluded that any future crossing would not be located at Sutterville Road. See City Council Resolution No. 2011-577. Table 2-2 of the Draft MEIR is hereby corrected to exclude the reference to Sutterville Road:
Table 2-2 City Of Sacramento 2035 General Plan Subsequent Projects																			
Name	Location	PIA	Description	Budget/Funding															
Sacramento River Crossing	Either Broadway <u>or</u> Marina View, or Sutterville Road	CBD	New Southern Bridge: from Sacramento to West Sacramento across the Sacramento River. Includes: auto, transit, bicycle and pedestrian facilities. The Sacramento River Crossings Alternatives Study analyzed a new crossing at either Broadway <u>or</u> Marina View, or Sutterville Road , but final alignment options will be studied in subsequent planning efforts.	\$251,423,681															

#	Source	Description	Changes to the Draft 2035 General Plan/MEIR	Staff Recommendation/Comments
5	City Staff	Insert new figure M1 in the General Plan. This change clarifies the southern and eastern boundaries of the central city vehicle LOS exception areas.	 <p>Figure M1 SACRAMENTO 2035 GENERAL PLAN Vehicle Level of Service Exception Areas</p>	The revised figure M1 clarifies the southern and eastern boundaries of the central city vehicle LOS exception areas.
6	City Staff	Insert introductory paragraph on page 1-1 of the 2035 General Plan.	<p><u>The City, in its sole discretion, shall determine a proposed project's consistency with the City's General Plan. Consistency is achieved if a project will further the overall objectives and policies of the General Plan and not obstruct their attainment, recognizing that a proposed project may be consistent with the overall objectives of the General Plan, but not with each and every policy thereof. In all instances, in making a determination of consistency, the City may use its discretion to balance and harmonize policies with other complementary or countervailing policies in a manner that best achieves the City's overall goals.</u></p>	<p>Recommended. This new introductory paragraph provides additional clarity regarding General Plan consistency determinations.</p>
7	City Staff	Revision to Mobility Policy M1.2.2	<p>M 1.2.2 Level of Service (LOS) Standard. The City shall implement a flexible context-sensitive Level of Service (LOS) standard, and will measure traffic operations against the vehicle LOS thresholds established in this policy. The City will measure Vehicle LOS based on the methodology contained in the latest version of the <i>Highway Capacity Manual</i> (HCM) published by the Transportation Research Board. The City's specific vehicle LOS thresholds have been defined based on community values with respect to modal priorities, land use context, economic development, and environmental resources and constraints. As such, the City has established variable LOS thresholds appropriate for the unique characteristics of the City's diverse neighborhoods and communities. The City will strive to operate the roadway network at LOS D or better for vehicles during typical weekday <u>conditions, including AM and PM peak hour conditions</u> with the following exceptions described below and mapped on Figure M-1:</p> <p>A. Core Area (Central City Community Plan Area) - LOS F allowed</p>	<p>Recommended. Policy 1.2.2 would be revised to provide that, levels of service E and F may be acceptable for general plan purposes if "...provisions are made to improve the overall system, promote non-vehicular transportation, and/or implement vehicle trip reduction measures as part of a development project or a city-initiated project." This change would promote design of individual projects that takes into account particular requirements of the City's transportation system that could be affected by individual projects.</p> <p>The changes to Policy 1.2.2 would result in no change in the development assumptions utilized for analysis in the Master EIR, nor would any change in</p>

#	Source	Description	Changes to the Draft 2035 General Plan/MEIR	Staff Recommendation/Comments
			<p>B. Priority Investment Areas – LOS F allowed</p> <p>C. LOS E Roadways - LOS E is allowed for the following roadways because expansion of the roadways would cause undesirable impacts or conflict with other community values.</p> <ul style="list-style-type: none"> • 65th Street: Elvas Avenue to 14th Avenue • Arden Way: Royal Oaks Drive to I-80 Business • Broadway: Stockton Boulevard to 65th Street • College Town Drive: Hornet Drive to La Rivera Drive • El Camino Avenue: I-80 Business to Howe Avenue • Elder Creek Road: Stockton Boulevard to Florin Perkins Road • Elder Creek Road: South Watt Avenue to Hedge Avenue • Fruitridge Road: Franklin Boulevard to SR 99 • Fruitridge Road: SR 99 to 44th Street • Howe Avenue: El Camino Avenue to Auburn Boulevard • Sutterville Road: Riverside Boulevard to Freeport Boulevard <p>LOS E is also allowed on all roadway segments and associated intersections located within ½ mile walking distance of light rail stations.</p> <p>D. Other LOS F Roadways - LOS F is allowed for the following roadways (up to the identified volume/capacity ratio shown below) because expansion of the roadways would cause undesirable impacts or conflict with other community values.</p> <ul style="list-style-type: none"> • 47th Avenue: State Route 99 to Stockton Boulevard (V/C: 1.01) • Arcade Boulevard: Marysville Boulevard to Roseville Road (V/C: 1.27) • Carlson Drive: Moddison Avenue to H Street (V/C: 1.50) • El Camino Avenue: Grove Avenue to Del Paso Boulevard (V/C: 1.01) • Elvas Avenue: J Street to Folsom Boulevard (V/C: 1.35) • Elvas Avenue/56th Street: 52nd Street to H Street (V/C: 1.04) • Florin Road: Havenside Drive to Interstate 5 (V/C: 1.03) • Florin Road: Freeport Boulevard to Franklin Boulevard (V/C: 1.06) • Florin Road: Interstate 5 to Freeport Boulevard (V/C: 1.01) • Folsom Boulevard: 47th Street to 65th Street (V/C: 1.26) • Folsom Boulevard: Howe Avenue to Jackson Highway (V/C: 1.20) • Folsom Boulevard: US 50 to Howe Avenue (V/C: 1.64) • Freeport Boulevard: Sutterville Road (North) to Sutterville Road (South) (V/C: 1.05) • Freeport Boulevard: 21st Street to Sutterville Road (North) (V/C: 1.23) • Freeport Boulevard: Broadway to 21st Street (V/C: 1.08) • Garden Highway: Truxel Road to Northgate Boulevard (V/C: 2.22) • H Street: Alhambra Boulevard to 45th Street (V/C: 1.08) • H Street 45th: Street to Carlson Drive (V/C: 1.53) • Hornet Drive: US 50 Westbound On-ramp to Folsom Boulevard (V/C: 1.06) • Howe Avenue: US 50 to Fair Oaks Boulevard (V/C: 1.47) • Howe Avenue: US 50 to 14th Avenue (V/C: 1.05) 	<p>development activity in the Policy Area result. Thus, there would be no change in the physical changes in the environment that could occur as a result of adoption of the 2035 General Plan.</p> <p>The proposed changes would provide flexibility in the determination of general plan consistency in cases where road improvements to meet LOS goals were found to be infeasible. In such cases, the City could achieve consistency by making a determination of infeasibility, accompanied by a finding that the project had contributed to improvements in the City's overall transportation system.</p>

#	Source	Description	Changes to the Draft 2035 General Plan/MEIR	Staff Recommendation/Comments
			<ul style="list-style-type: none"> • Raley Boulevard: Bell Avenue to Interstate 80 (V/C: 1.06) • South Watt Avenue: US 50 to Kiefer Boulevard (V/C: 1.19) • West El Camino Avenue: Northgate Boulevard to Grove Avenue (V/C: 1.14) <p><u>E. If maintaining the above LOS standards 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, promote non-vehicular transportation, and/or implement vehicle trip reduction measures as part of a development project or a city-initiated project. Additionally the City shall not expand the physical capacity of the planned roadway network to accommodate a project beyond that identified in Figure M4 and M4a (2035 General Plan Roadway Classification and Lanes).</u></p>	
8	City Staff	Delete Mobility Policy M1.2.5	M 1.2.5 Ultimate Roadway Network. If development projects would cause or exacerbate unacceptable LOS E or F conditions, the City shall not expand the physical capacity of the planned roadway network to accommodate the project beyond that identified in Figure M4 and M4a (2035 General Plan Roadway Classification and Lanes). To maintain acceptable LOS E or F conditions, the City may require applicable vehicle trip reduction measures and physical improvements that increase transit use, bicycling, or walking and traffic operational improvements. (RDR)	Recommended. Policy 1.2.5 would be deleted and incorporated in Policy 1.2.2.E to provide flexibility in the determination of general plan consistency in cases where road improvements to meet LOS goals were found to be infeasible.
9	City Staff	Delete Mobility Policy M1.2.6	M 1.2.6 Maximum Volume/Capacity Ratios. The City shall limit the application of the maximum daily volume/capacity ratios identified in Policy 1.2.2 to development projects requiring a General Plan Amendment. (RDR)	Recommended. Policy 1.2.6 would be deleted because the calculation of volume to capacity ratio for roadways is a technical tool that will be used at project impact level analysis and not at the General Plan Policy level.
10	City Staff	Revision to Land Use Policy LU 4.5.5	LU 4.5.5 Connections to Transit. The City shall require <u>encourage</u> new neighborhoods to include transit stops that can be connected to and support a citywide transit system and are within a ½-mile walking distance of all dwellings. (RDR/MPSP)	Recommended. The revised policy provides flexibility related to the provision of transit stops.
11	City Staff	Revision to Flood Policy EC 2.1.11	EC 2.1.11 New Development. The City shall require evaluation of potential flood hazards prior to approval of development projects and shall regulate development in urban and urbanizing areas per state law addressing 200-year level of flood protection. The City shall require evaluation of potential flood hazards prior to approval of development projects to determine whether the proposed development is reasonably safe from flooding and consistent with California Department of Water Resources (DWR) Urban Level of Flood Protection Criteria. The City shall not approve new development or a subdivision or enter into a development agreement for any property within a flood hazard zone unless the adequacy of flood protection specific to the area has been demonstrated. (RDR)	Recommended. The revised policy ensures consistency with State laws requiring 200-year flood protection and does not alter the effectiveness of this policy for regulating development with respect to flood protection.
12	City Staff	Revision to Flood Policy EC 2.1.20	EC 2.1.20 Roadway Systems as Escape Routes. The City shall require that roadway systems for areas protected from flooding by levees be designed to provide multiple escape routes for residents and access for emergency services in the event of a levee or dam failure. (RDR/MPSP)	Recommended. The revised policy provides more clarity and applies more broadly than to just the roadway system in areas protected by levees.

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13	City Staff	<p>Insert replacement SACOG MTP (for page 2-6 of the public hearing draft 2035 General Plan).</p>	<p>The illustration to the right shows areas included in the Sacramento Area Council of Governments (SACOG) 2035 Metropolitan Transportation Plan Sustainable Communities Strategy (MTP/SCS) (2012) that are within or adjacent to the City of Sacramento and located within 0.5 mile of a major transit stop or a high-quality transit corridor. The MTP/SCS for the Sacramento Region is the Regional Transportation Plan (RTP) for the six-county Sacramento region, as defined by SACOG. Projects located within 0.5 miles of a major transit stop or a high-quality transit corridor identified by a SACOG MTP/SCS could be eligible for certain project review streamlining provisions under the California Environmental Quality Act (CEQA), provided that this and other criteria are met, per the provisions of Senate Bill 375 (SB 375) of 2008.</p> 	<p>Recommended. The map has been revised to reflect the most recent SACOG data.</p>

Parks and Recreation Commission Letter



September 22, 2014

Mayor Johnson and Members of the City Council,

On September 4th the Parks and Recreation Commission received a presentation from staff recommending a General Plan update that would reflect a Parks acreage service level goal reduction from the current 5 acres/1,000 population to 3.5 acres citywide, and 1.75 acres in the Central City. After hearing from staff and hearing public comment, the Commission voted unanimously to inform the City Council of our vehement opposition to any reduction in service level goals.

A reduction in the service level goal is a double blow to our parks. We would have fewer park acres dedicated, and the corresponding loss of Quimby in-lieu fees collected would be very detrimental to our ability to construct and rehabilitate our parks. Councilmembers would have decidedly less money with which to support park projects in their districts.

While the Parks and Recreation Commission supports infill development, we feel that the City has a responsibility to protect and promote the public's health and well-being. The benefits provided by parks to Sacramento residents are priceless. There is abundant data available demonstrating the correlation between park acreage and public health. Simply stated, cities with advanced and well maintained park systems have healthier citizens, higher property values, and more robust business communities.

This policy change would be bad for both the urban core and suburban areas that are not yet fully built out. If the dedication requirement is lowered as recommended, then newer areas such as North Natomas that are currently being served at a level higher (7.9 acres/1,000), with an anticipated service level of 5 acres/1,000 when fully built out, will actually end up with a lower service level as the remaining development projects go in under the new lower requirement and drag down the overall average to current city-wide averages (3.4 acres/1,000) or below.

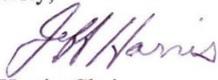
Parks and Recreation Commission
c/o Department of Parks and Recreation
915 I Street, 3rd Floor
Sacramento, CA 95814
(916) 808-7300

General Plan Update
Parks and Recreation Commission Memo
Page 2

While our current goal may seem high, and perhaps unattainable in the Central City, it is nonetheless an excellent goal to aspire towards. We urge the City Council to direct staff to be more innovative in finding funding for park maintenance and to thoroughly analyze the relationship of PIF and Quimby fees to assure that the Parks budget is not diminished any further than it has been in recent years.

Thank you for your consideration.

Sincerely,



Jeff Harris, Chair
Parks and Recreation Commission

cc: Parks and Recreation Commission
John Shirey, City Manager
Jim Combs, Director of Parks and Recreation

Letter from the Sacramento Audubon Society



Sacramento Audubon Society
P. O. Box 160694
Sacramento, CA 95816-0694

January 6, 2015

Scott Johnson, Associate Planner
City of Sacramento, Community Development Department
Environmental Planning Services
300 Richards Boulevard, Third Floor
Sacramento, CA 95811
SRJohnson@cityofsacramento.org
Submitted by e-mail

SUBJECT: Draft Master Plan Environmental Impact Report. City of Sacramento 2035 General Plan Update

Dear Mr. Johnson,

The Sacramento Audubon Society, representing approximately 3000 members in the local area, opposes the proposed change to the General Plan to reduce parks and open spaces within the City of Sacramento. Reducing park and open space acreage to 1.75 acres for each 1000 residents within the central city and 3.5 acres for each 1000 residents outside of the Central City will diminish the quality of life for all of us. Parks and open spaces enhance all of our lives and are critical habitat for resident and migrating bird species. The Sacramento Audubon Society regularly sponsors field trips that include Parks and open spaces within the City of Sacramento and many varied species of birds and wildlife are observed and reported. We believe the current goal of 5 acres of parks/open space for each 1000 residents should be maintained.

Sincerely,

Linda Pittman,
President, Sacramento Audubon Society

Letter from Walk Sacramento



2/9/2015

VIA EMAIL

Remi Mendoza, Associate Planner
City of Sacramento Community Development Department
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811

RE: Draft 2035 General Plan

Dear Mr. Mendoza:

WALKSacramento commends planning staff for their excellent work drafting the 2035 General Plan.

We are pleased to see the latest revision to *ERC 2.2.4 Park Acreage Service Goal* that will guide the City to develop and maintain neighborhood and community parks at a level of 5 acres per 1,000 population. The presence of parks encourage and support physical activity and they can also provide pedestrian linkages between neighborhoods and better access to destinations.

The draft 2035 General Plan *Mobility Element* proposes changes to Traffic Level of Service that may be necessary to avoid undesirable or infeasible roadway expansion. However, it is important for the City to provide for safe and convenient pedestrian travel along and across the roadways expected to experience LOS F and nearby roadways that may carry additional traffic due to congested roadways. Further, the elimination of *Mobility Implementation Program 3* for neighborhood level of service and *Program 25* for neighborhood traffic management programs in the 2030 General Plan may make it more difficult for community members to understand and monitor actions the City takes to resolve neighborhood traffic issues. Are the mobility policies adequate to ensure that neighborhood multi-modal travel, especially walking, is improved in response to increased traffic congestion?

Finally, "Eyes on the street" is an important element of walkable urban and suburban walkable environments. People feel safer and enjoy walking more when there are other people around, whether it's through direct interaction on the sidewalk or being within view of other people on the street or in adjacent spaces. Recently, there have been several development proposals that have been approved by the City where the backs of the buildings face the street corner and the "pedestrian-oriented" fronts and entrances face the off-street parking lots. This occurred even though urban form guidelines in the 2030 General Plan *Land Use and Urban Design Element* includes language such as "Building façades and entrances with a high degree of transparency and on-street and internal street fronting façades."

The draft 2035 General Plan retains the language regarding building façades and entrances found in the 2030 General Plan. WALKSacramento recommends “building façades and entrances” guidelines for Urban Neighborhoods and Centers of the types Suburban, Regional Commercial, Urban Center High, Central Business District, Suburban Corridor, Urban Corridor Low, Urban Corridor High and Employment Center Mid Rise, and others as appropriate, be replaced with the following language: **Building façades and entrances directly addressing the street and having a high degree of transparency (e.g., numerous windows and doors that visually connect the pedestrian and street spaces with the building interior space) on street-fronting façades.**

WALKSacramento is working to support increased physical activity such as walking and bicycling in local neighborhoods as well as helping to create community environments that support walking and bicycling. The benefits include improved physical fitness, less motor vehicle traffic congestion, better air quality, and a stronger sense of cohesion and safety in local neighborhoods.

Thank you for your consideration of these comments and recommendations.

Sincerely,
Chris Holm
Project Analyst