



REPORT TO PLANNING COMMISSION City of Sacramento

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915 I Street, Sacramento, CA 95814-2671

PUBLIC HEARING
December 8, 2011

Honorable Members of the Planning Commission

Subject: Climate Action Plan

Location/Council District: Citywide

Recommendation: Staff recommends the Planning Commission conduct a public hearing and upon conclusion forward the attached resolutions to City Council, with a recommendation that City Council adopt the Climate Action Plan and approve the environmental review for Climate Action Plan.

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Presenter: Erik deKok, Senior Planner, (916) 808-2022

Department: Community Development

Division: Planning

Organization Number: 21001222

Description/ Analysis

Issue: On August 16, 2011, the City Council adopted a resolution (1) adopting greenhouse gas reduction targets for 2020, 2030, and 2050; (2) adopting performance goals and specific greenhouse gas reduction measures identified to meet the 2020 target; and (3) directing staff to prepare a Draft Climate Action Plan for public review based on the adopted targets, goals and reduction measures framework. Staff completed the Draft Climate Action Plan on November 3, 2011 and is accepting public comments on the Draft Plan through December 9, 2011. The Executive Summary for the Draft Climate Action Plan is attached to this report. The complete document is available on the City's website at www.sacgp.org/CAP.html.

In addition to the performance goals and reduction measures framework approved by City Council in August, new quantifiable actions were added to the Draft Plan to help close the gap between the adopted 2020 target and the

expected effects of the emission reduction measures approved by Council, resulting in an emissions reduction of 1.37 million metric tonnes of carbon dioxide equivalent (MMTCO₂e), or slightly more than 15% below 2005 levels by 2020. A summary of greenhouse gas emission projections, reduction targets and reduction measures can be found in Chapters 2 and 4 of the Draft Plan.

Chapter 3 of the Draft Climate Action Plan also contains a discussion of the likely impacts of climate change in the Sacramento region, and Chapter 4 includes a series of measures and specific actions that will help residents, business owners, and public agencies to adapt to these expected effects over the long term.

Environmental Considerations: An Initial Study has been prepared for the Climate Action Plan. Based on the Initial Study, it was determined that the Climate Action Plan is an anticipated subsequent project within the scope of the General Plan Master EIR. No additional environmental review is required per CEQA Guidelines Section 15177.

The Initial Study is currently in its 30-day public review period, which began on November 15 and closes on December 16, 2011.

Policy Considerations: The Climate Action Plan is consistent with the City's goals and policies, as established in the 2030 General Plan and the City's Sustainability Master Plan. These policies include:

- **Goal ER 6.1.7 Greenhouse Gas Reduction Goal.** The City shall work with the California Air Resources Board to comply with statewide greenhouse gas reduction goals as established in the Global Warming Solutions Act of 2006 for 2020 and any subsequent targets.
- **ER 6.1.8 Citywide Greenhouse Gas Assessment.** The City shall comply with pertinent State regulations to assess citywide greenhouse gas emissions for existing land uses and the adopted General Plan buildout.
- **ER 6.1.9 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.
- **ER 6.1.10 Climate Change Assessment and Monitoring.** The City shall continue to assess and monitor the effects of climate change.

Sustainability Considerations: The Climate Action Plan is anticipated to have a net positive environmental impact because its purpose is to reduce the City's greenhouse gas emissions. Other environmental co-benefits, such as improved air quality, are

associated with greenhouse gas emission reductions. The Climate Action Plan is also focused on strategies that are cost-effective and will result in cost savings to consumers, as well as create new job opportunities in the green economy. And finally, the Climate Action Plan includes strategies that address community engagement and empowerment in improving the sustainability and livability of the community.

Public Input on the Draft Climate Action Plan: Staff held a meeting for the general public on the Draft Climate Action Plan on November 16, 2011. A summary of other early public outreach efforts, as well as comments received to date, is provided in Attachment 6.

In response to prior concerns raised by various stakeholder groups in July and August of 2011, the Climate Action Plan does not include some of the more controversial measures that were presented to the Planning Commission in July 2011. These included the Residential Energy Conservation Ordinance (RECO) update option that would have required mandatory energy conservation and efficiency audits in existing residential and commercial buildings at point-of-sale; and phasing in additional mandatory green building standards for new construction (based on CALGreen Tier 1) beginning in 2012.

Instead, the RECO update in the Climate Action Plan is now focused on utilizing the building permit trigger to require that major remodels, additions or alterations that exceed certain project valuation thresholds be required to conduct an energy audit and/or upgrades, rather than enforcing such requirements at point-of-sale or using a date-certain approach. Additionally, CALGreen Tier 1 standards will be phased in by 2014, rather than 2012, in accordance with the original recommendations of the Green Building Task Force.

Rationale for Recommendation: The Climate Action Plan will achieve a number of important benefits, including the following:

- Help residents & businesses save energy and reinvest energy savings in the local economy
- Stimulate investment and innovation in renewable energy, energy efficiency, & related technologies, thereby creating and retaining “green collar jobs”
- Provide a uniform approach to greenhouse gas mitigation for development projects, thereby improving the predictability and certainty of the development review process
- Create a roadmap for the longer-term transition to zero-net energy use and carbon neutrality, thereby providing for a more secure energy future
- Help the community as a whole begin to adapt to the likely effects of climate change in our region
- Help the City prepare for pending changes to the State and Federal regulatory environment
- Help position the City to compete for grant funding to help implement the City’s sustainability policies, by strategically identifying areas in which to direct funding opportunities

Financial Considerations: A generalized cost-benefit analysis for a limited set of the Primary Actions is provided in Appendix A of the Climate Action Plan. The cost-benefit analysis focused on actions that were anticipated to have quantifiable or substantial contributions to job creation, would result in substantial energy savings, and are mandatory or regulatory in nature and where data were available based on prior studies or similar projects in the past. The results are intended to demonstrate general, order-of-magnitude financial costs and benefits, as well as job generation potential, for this limited set of measures. In some instances, key data were not available in order to estimate costs, savings, or job generation. Detailed, life-cycle assessment, while desirable in some instances, is outside the current scope of this planning effort.

Respectfully submitted by: 
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Associate Planner

Approved by: 
ERIK DE KOK
Senior Planner

Recommendation Approved:


for/ THOMAS PACE
Principal Planner

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Attachment 1**Background****Project Overview**

On March 3, 2009, the City Council adopted the 2030 General Plan and directed staff to complete a Climate Action Plan (CAP) by July 2011. The General Plan Master EIR identified the CAP as key program that would mitigate climate change impacts under the buildout of the General Plan. In addition, the Council directed staff to adopt a mandatory Green Building Ordinance and update and enforce the existing Residential Energy Conservation Ordinance (City Code Chapter 15.76) by July 2012, also as mitigation measures that would address climate change impacts.

The purpose of a local government CAP is to provide a comprehensive plan for reducing greenhouse gas (GHG) emissions and adapting to climate change. A CAP typically applies communitywide, but can also focus on reduction of greenhouse gas emissions from an agency's internal operations. The International Council for Local Environmental Initiatives (ICLEI) has developed a standard process and methodology for setting and meeting climate protection goals. The City is generally following the ICLEI 5-Step Process for the Climate Action Plan, which includes:

1. Conduct a baseline emissions inventory and forecast
2. Identify an emissions reduction target for the forecast year
3. Develop and adopt a Local Action Plan
4. Implement the policies and measures in the Plan
5. Monitor plan performance, verify results, and adjust the plan as necessary.

In addition to the ICLEI 5-Step Process, staff has conducted the work in a two-phased approach:

- Phase 1 of the Climate Action Plan addressed the City's internal operations, and was completed in February 2010. The Phase 1 CAP primarily addressed strategies and specific actions for reducing GHG emissions 15% below 2005 levels by 2020. . These are actions and emissions which the City has direct control over, such as the City's fleet; emissions from the fossil fuel energy that runs City's buildings and facilities; streetlight and signal energy usage, etc.
- Phase 2 of the Climate Action Plan, which began in 2010, addresses communitywide GHG emissions from all sources within the city limits. The City does not directly control these GHG sources, but can influence them. Examples include emissions from private automobiles, heating, cooling and lighting private homes and businesses, management and disposal of waste generated by the community, etc.

Climate Action History/Timeline

The following is an overview of major actions taken by the City Council and staff to address the issue of climate change prior to initiation of the Climate Action Plan:

- The City joined ICLEI-Local Governments for Sustainability in 1998. Staff has used ICLEI as a resource since that time to address sustainability and climate change issues in policy development and planning.
- The City of Sacramento joined the California Climate Action Registry (CCAR) as a charter member in October 2002, and has been tracking and registering annual greenhouse gas emissions from the City's internal operations.
- On April 4, 2006, the City Council authorized Mayor Fargo to sign the United Nations Urban Environmental Accords, which identified a reduction target of 25% below 1990 levels by 2030.
- In December 2007, the City Council adopted the City's Sustainability Master Plan, including the goal of meeting the intent of the Global Warming Solutions Act (AB32) and subsequent legislation. This goal included City operations, the community of Sacramento, and collaboration with regional partners in the SACOG region to develop a regional climate action plan and climate adaptation plan.
- In early 2008, the County and City of Sacramento, along with other incorporated cities in the county, SMUD, SACOG, and SMAQMD, formed the Sacramento Area Green Partnership to begin developing a county-wide GHG inventory and collaborate on climate action planning efforts in the region. The inventory was completed in June 2009. The Sacramento Area Green Partnership has continued to meet quarterly to coordinate the development of regionally-consistent climate action planning strategies among all the participating jurisdictions. In late 2010, a study was initiated by SMUD on behalf of the Partnership of potential GHG reduction measures that could be applied throughout the county.
- On March 3, 2009, the City Council adopted the 2030 General Plan and directed staff to complete a Climate Action Plan (CAP) by July 2011. The General Plan Master EIR identified the CAP as key program that would mitigate climate change impacts under the buildout of the General Plan. In addition, the Council directed staff to adopt a mandatory Green Building Ordinance and update and enforce the existing Residential Energy Conservation Ordinance (Chapter 15.76) by July 2012, also as mitigation measures that would address climate change impacts.
- On August 16, 2011, the City Council adopted a resolution (1) adopting greenhouse gas reduction targets for 2020, 2030, and 2050; (2) adopting performance goals and specific greenhouse reduction measures identified to meet the 2020 target; and (3) directing staff to prepare a Draft Climate Action Plan for public review based on the adopted targets, goals and reduction measures framework.

Staff completed the Draft Climate Action Plan on November 3, 2011 and is accepting public comments on the Draft Plan through December 9, 2011.

Attachment 2

RESOLUTION NO. XXXX-

Adopted by the Sacramento City Council

ADOPTING THE CLIMATE ACTION PLAN

BACKGROUND

- A. The California Global Warming Solutions Act of 2006 (AB 32) set a statewide goal of reducing greenhouse gas emissions to 1990 levels by the year 2020.
- B. The AB 32 Scoping Plan, adopted in 2008 by the California Air Resources Board, recommended that local governments take action to reduce communitywide greenhouse gas emissions to at least 15% below current levels by the year 2020, which is estimated to be equivalent to achieving 1990 levels by 2020 at the local level.
- C. The 2030 General Plan was adopted on March 3, 2009, and a Climate Action Plan was identified by City Council as a priority General Plan implementation program and mitigation measure to be completed by July 2011.
- D. The City Council adopted Phase 1 of the Climate Action Plan on February 16, 2010, which identified strategies to reduce greenhouse gas emissions from the City's internal municipal operations 15% below 2005 levels by the year 2020.
- E. On August 16, 2011, the City Council adopted greenhouse gas emission reduction targets as follows: 15% below 2005 levels by 2020, consistent with CA Air Resources Board guidance to local governments in the AB 32 Scoping Plan; and interim communitywide targets of 38% below 2005 levels by 2030, and 83% below 2005 levels by 2050, consistent with policies established in the Sustainability Master Plan. City Council also approved measurable performance goals and a draft emissions reduction measures framework, and directed staff to prepare a Draft Climate Action Plan for public review.
- F. On November 3, 2011, the Draft Climate Action Plan was completed and circulated for public review.
- G. At its regular meeting on December 8, 2011, the City Planning Commission received and considered public testimony concerning the Draft Climate Action Plan, and forwarded to the City Council a recommendation to adopt the Climate Action Plan.
- H. At its regular meeting on [date], the City Council received and considered public testimony concerning the Climate Action Plan.

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

Section 1. Environmental Determination: The City has approved the environmental review for the Climate Action Plan, and has determined that it is within the scope of the 2030 General Plan Master EIR by Resolution No. _____.

Section 2. The City Council finds that the Climate Action Plan is consistent with the 2030 General Plan, the intent of the Global Warming Solutions Act of 2006 (AB 32), and the Sustainability Master Plan. The City Council further finds that the Climate Action Plan is a plan for the reduction of greenhouse gas emissions within the meaning of CEQA Guidelines section 15183.5, and may be used in the cumulative impacts analysis for later projects as appropriate.

Section 4. The City Council hereby adopts the Climate Action Plan and directs staff to implement the strategies and actions identified in the Plan.

Attachment 3

RESOLUTION NO. XXXX-

Adopted by the Sacramento City Council

**APPROVING ENVIRONMENTAL REVIEW FOR THE
CLIMATE ACTION PLAN**

BACKGROUND

A. At its regular meeting on December 8, 2011, the City Planning Commission received and considered public testimony concerning the Draft Climate Action Plan, and forwarded to the City Council a recommendation to adopt the Climate Action Plan.

B. At its regular meeting on [date], the City Council received and considered public testimony concerning the Climate Action Plan.

**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 2030 General Plan was certified on March 3, 2009 and the 2030 General Plan was adopted on that date.

Section 2. The City of Sacramento was the Lead Agency for the Master EIR.

Section 3. An initial study has been prepared for the project, and concluded that the project was described in the Master EIR and that the project would not cause any additional significant environmental effects that were not examined in the Master EIR. No new additional mitigation measures or alternatives are required, and the project is within the scope of the Master EIR.

Section 4. The City has incorporated all feasible mitigation measures and feasible alternatives appropriate to the project as set forth in the Master EIR. The City has provided notice of its intended action by publishing the required notice in a newspaper of general circulation in the area affected by the project, and by posting the notice in the office of the county clerk for a period of thirty days from November 15, 2011 through December 16, 2011, as required by CEQA Guidelines Section 15177 and 15087.

Section 5. 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 6. 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.

Subject: Draft Climate Action Plan (LR09-016)

December 8, 2011

Attachment 4

Climate Action Plan - Executive Summary

The complete document is available on the City's website at:

www.sacgp.org/CAP.html

EXECUTIVE SUMMARY

Over the past decade our understanding of global climate change and the role that communities can play in addressing it has grown tremendously. There is large scientific consensus that recent increases in global temperatures are associated with corresponding increases of greenhouse gasses (GHGs). This temperature increase is beginning to affect regional climates and is expected to result in impacts to our region and the world. Climate change has profound implications for the availability of the natural resources on which economic prosperity and human development depend. Closer to home, the changing climate has potentially severe economic, health, social, and environmental consequences.

While climate change poses a threat to our community, our response to this challenge presents opportunities to create a more sustainable Sacramento that is livable, equitable, and economically vibrant. Beyond the benefits of local climate action, the impacts associated with climate change make action at all levels an urgent and absolute necessity.

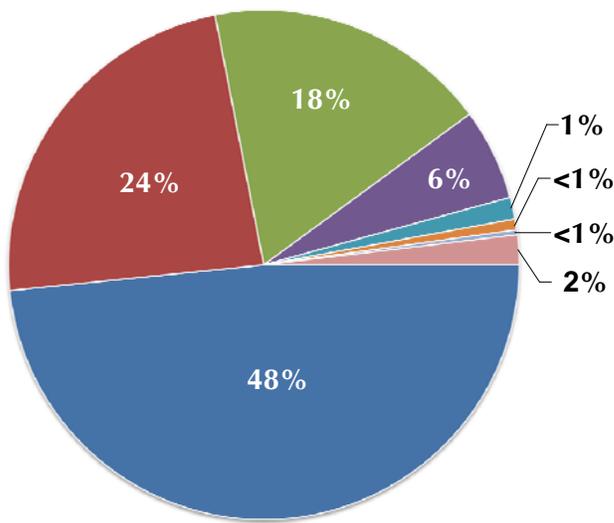
The guiding vision of the 2030 General Plan affirms that *Sacramento will be the most livable city in America*. The Climate Action Plan will implement this vision and help Sacramento become a model of sustainable development and a leader in the conservation of energy, water, and natural resources. The overarching goal of the Climate Action Plan, however, remains the same: to reduce our GHG emissions and prepare for climate change.

The Climate Action Plan represents an important step in identifying locally-based strategies, measures, and actions to reduce GHG emissions and plan for climate change impacts. However, more action is needed on a broader scale if we are going to have a real impact. Through community support for the Plan, the 2030 General Plan, and other sustainability initiatives, Sacramento residents and businesses can inspire other communities throughout California and the nation to take action.

The Climate Action Plan details steps that the City – in coordination with residents, businesses, and partners – will use to address the challenges of a changing climate and to reduce Sacramento’s contribution to GHGs. Everyone in Sacramento has a role to play in implementing the Climate Action Plan.



SACRAMENTO'S 2005 GREENHOUSE GAS EMISSIONS INVENTORY



- On-Road Transportation
- Commercial and Industrial Energy
- Residential Energy
- Waste
- Wastewater Treatment
- Water Related
- Industrial Specific
- Municipal Operations

Source: ICF Jones & Stokes. 2009. GHG Emissions Inventory for Incorporated and Unincorporated Sacramento County. June 2009. (ICF J&S 00310.08.) Sacramento, CA. Prepared for: Sacramento County Department of Environmental Review and Assessment.

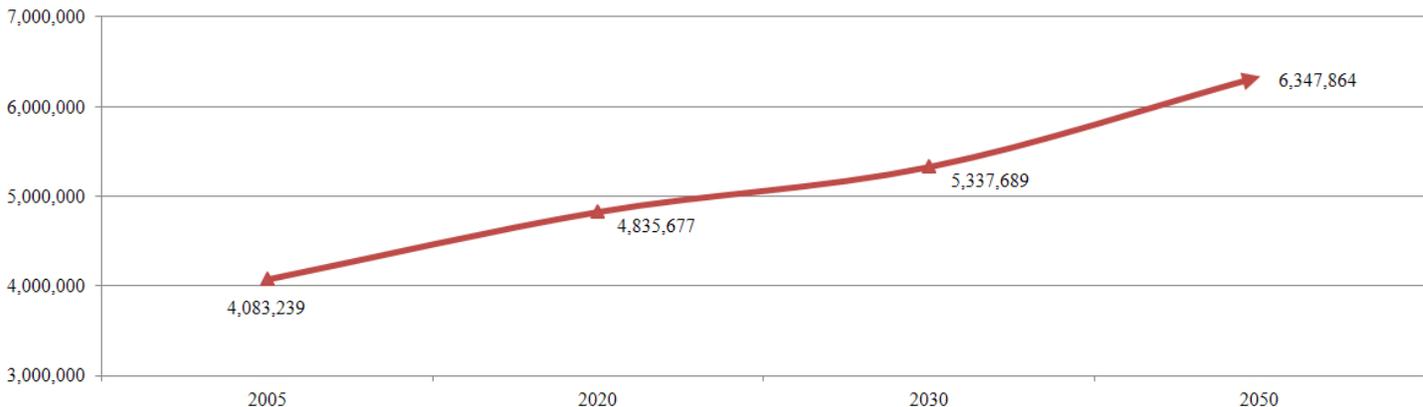
MEASURING AND FORECASTING EMISSIONS

One of the main objectives of the Climate Action Plan is to identify and reduce our contribution to GHG emissions. As part of the process to develop the Plan, the City prepared a 2005 GHG emissions inventory. The GHG emissions inventory can be thought of as a point-in-time estimate of emissions. It provides a baseline to begin the process of figuring out what we need to do to help stabilize and reverse climate change. The inventory also plays a role in ensuring that we stay on course to meet GHG reduction targets and goals.

In 2005 Sacramento emitted over 4.1 million metric tons of CO₂ equivalent (MMTCo₂e), which is equal to the emissions produced by driving around the earth 740 times! Gasoline and diesel consumption by on-road vehicles driven in Sacramento was the single largest source of GHG emissions, accounting for just over 48 percent of the city's total emissions. Electricity and natural gas used to operate, heat, and cool commercial and industrial buildings and residential dwellings accounted for another 42 percent.

If no action is taken to reduce GHG emissions, our contributions to climate change would continue to grow leading to more severe climate change impacts. As part of the GHG inventory, the City prepared a "business as usual" scenario that forecasted GHG emissions to the year 2050. Forecasts provide insight into the scale of reductions needed to change our behaviors and perspective on what it will take to achieve GHG reduction targets and goals. Without action it is estimated that our emissions would rise to over 6.3 MMTCo₂e by 2050.

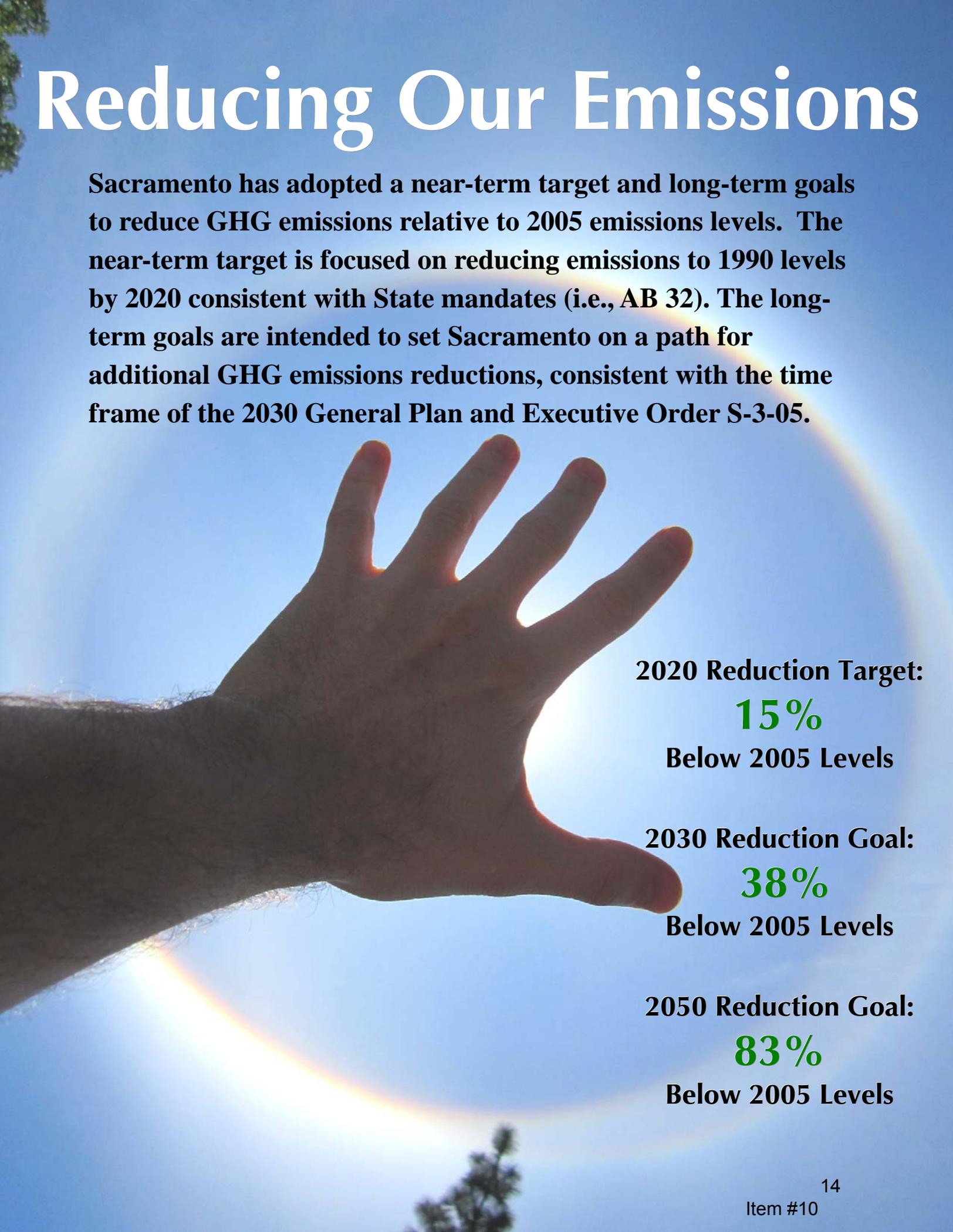
BUSINESS-AS-USUAL GHG EMISSION FORECASTS (MTCO₂e/YEAR)



Source: ICF International 2011; Fehr & Peers 2011; data compiled by Ascent in 2011.

Reducing Our Emissions

Sacramento has adopted a near-term target and long-term goals to reduce GHG emissions relative to 2005 emissions levels. The near-term target is focused on reducing emissions to 1990 levels by 2020 consistent with State mandates (i.e., AB 32). The long-term goals are intended to set Sacramento on a path for additional GHG emissions reductions, consistent with the time frame of the 2030 General Plan and Executive Order S-3-05.

A hand is shown in silhouette, reaching out from the left side of the frame. The background is a bright blue sky with a faint rainbow arc visible. The sun is partially visible behind the hand, creating a lens flare effect.

2020 Reduction Target:

15%

Below 2005 Levels

2030 Reduction Goal:

38%

Below 2005 Levels

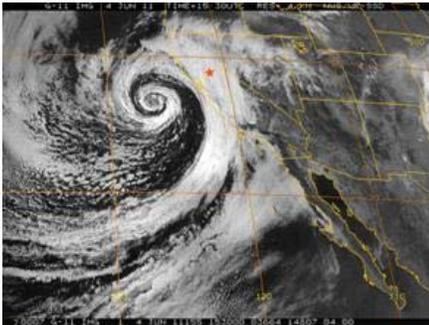
2050 Reduction Goal:

83%

Below 2005 Levels



Poor Air Quality



Extreme Storm Events



Habitat Loss



Increased Average Temperatures

CLIMATE CHANGE EFFECTS AND IMPACTS

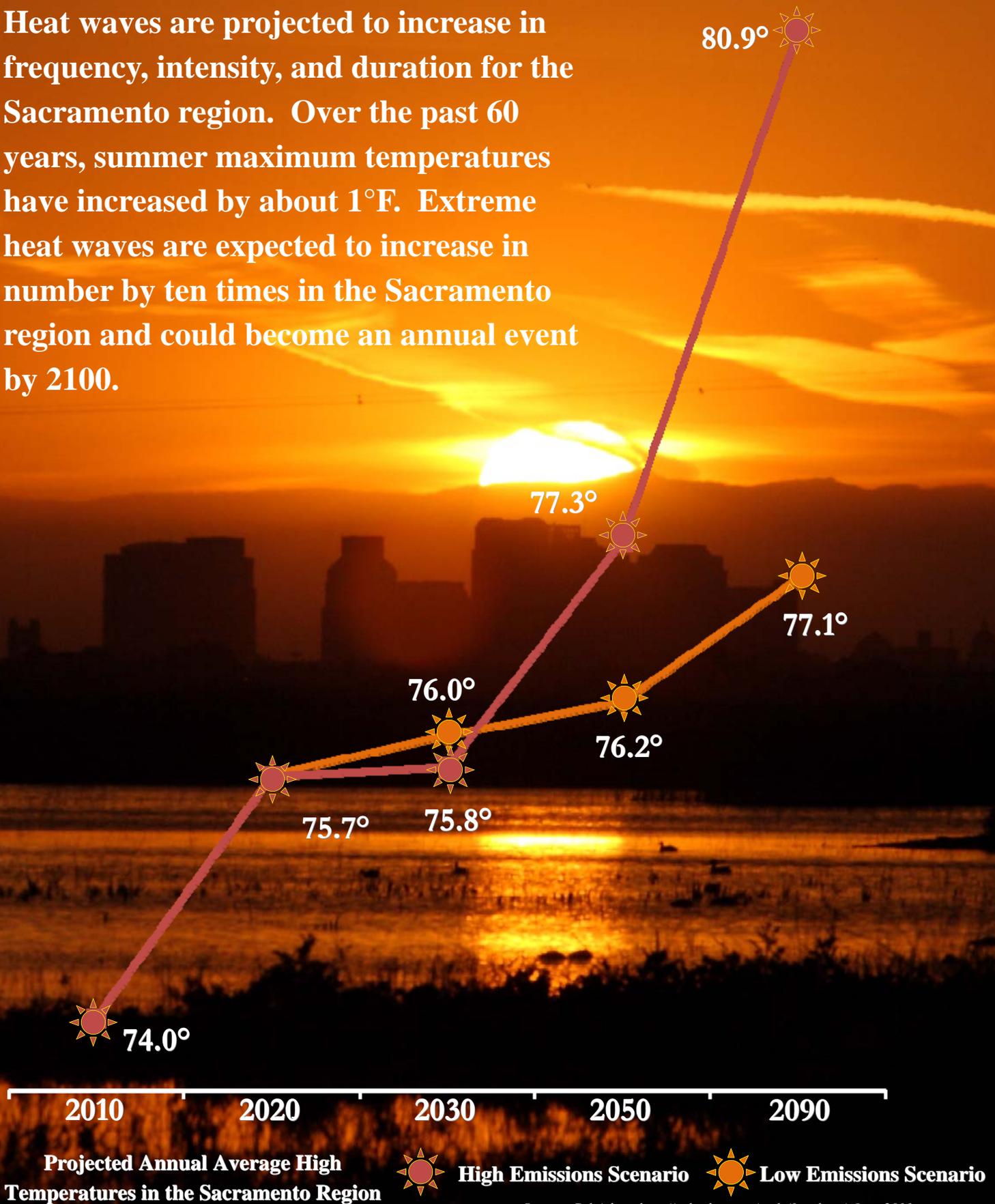
Even with significant GHG reductions, climate change is expected to affect us all, threatening to harm our health and safety, economic stability, and overall quality of life. According to the U.S. Global Change Research Program, climate change is already affecting regions in the United States, and it warns that climate change could have serious consequences for how we live and work; access to and quality of basic goods and services such as water, shelter and food; and how we manage other key priorities for well-being such as education and employment. The potential costs to California, if no action is taken, could exceed tens of billions of dollars annually and place trillions of dollars of real estate at risk.

The Climate Action Plan identifies the following climate change effects and impacts that Sacramento may experience in the coming decades:

- Up to 100 additional days per year with temperatures above 95°F, and by 2090 average July temperature reaching over 104°F.
- Higher temperatures and increased ultraviolet rays that facilitate the formation of more air pollutants and lower air quality.
- More intense, warmer storm events and higher peak river flow patterns that make flood conditions more frequent and severe.
- Up to 80 percent decrease in Sierra Nevada snowpack by 2100.
- Increased pressure on and competition for water resources, further exacerbating already stretched water supplies.
- Increases in residential electricity demand by up to 55 percent by 2100 due to higher average temperatures and longer, more intense heat waves.
- Increases in costs for energy, food, services, and insurance.
- Damage to infrastructure caused by more intense storms, floods, heat waves, and sea-level rise.
- Increases in resident risks for respiratory illness, heat-related illness, and vector-borne diseases.
- Changes to habitats that currently support local wildlife, forcing plants and animals to adapt to the new environment, move to more hospitable areas, or risk extinction.

Experiencing Change

Heat waves are projected to increase in frequency, intensity, and duration for the Sacramento region. Over the past 60 years, summer maximum temperatures have increased by about 1°F. Extreme heat waves are expected to increase in number by ten times in the Sacramento region and could become an annual event by 2100.



Source: Cal-Adapt, <http://cal-adapt.org/tools/factsheet/>, June 2011.

**STRATEGY 1
SUSTAINABLE LAND USE**

**STRATEGY 2
MOBILITY AND CONNECTIVITY**

**STRATEGY 3
ENERGY EFFICIENCY AND RENEWABLE ENERGY**

**STRATEGY 4
WASTE REDUCTION AND RECYCLING**

**STRATEGY 5
WATER CONSERVATION AND WASTEWATER
EFFICIENCY**

**STRATEGY 6
CLIMATE CHANGE ADAPTATION**

**STRATEGY 7
COMMUNITY INVOLVEMENT AND EMPOWERMENT**

SEVEN ST



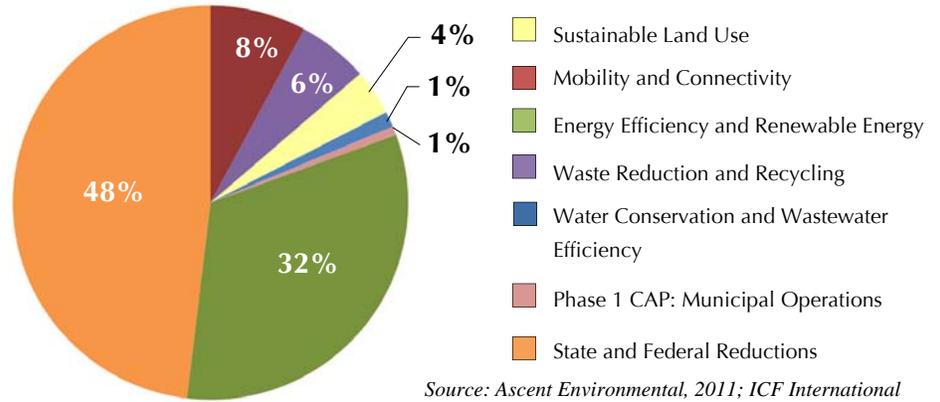
STRATEGIES

TAKING ACTION

The Climate Action Plan is organized by seven overarching strategies that represent the primary ways we will reduce GHG emissions and adapt to expected climate change impacts. Within each strategy are a series of measures that define the programs, policies, and regulations that the City will implement to achieve its climate action objectives. These are grounded in actions directly influenced by the City, but are reliant on partnerships with the business community and participation by community members. Through partnerships among the City, residents, businesses, and other organizations, these strategies will provide net benefits for everyone, such as cost savings, a strengthened economy, and greater quality of life, while also making a difference in the world.

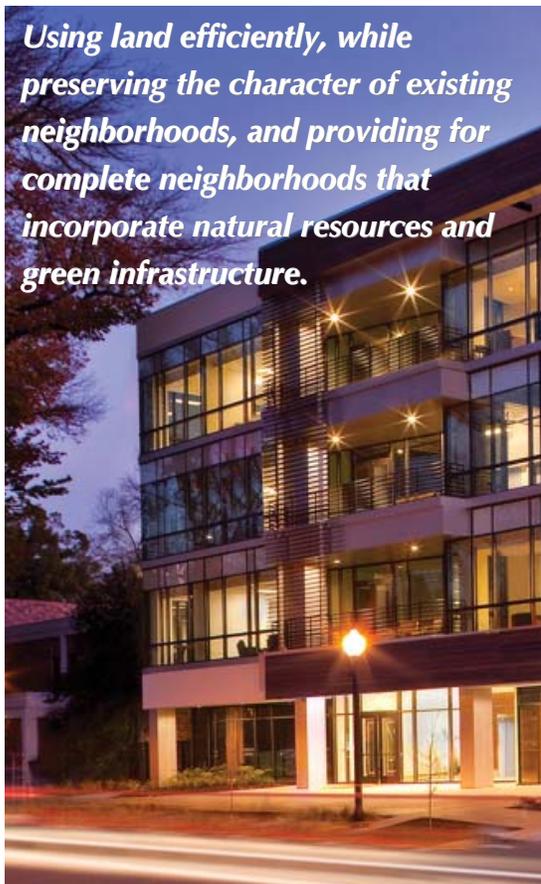


2020 GHG REDUCTIONS



Source: Ascent Environmental, 2011; ICF International 2011; Fehr & Peers 2011; data compiled by Ascent in 2011.

Using land efficiently, while preserving the character of existing neighborhoods, and providing for complete neighborhoods that incorporate natural resources and green infrastructure.



STRATEGY 1 SUSTAINABLE LAND USE



1% of total 2020 GHG reduction
51,507 MMTCO₂e

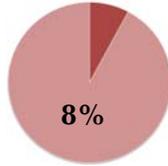
MEASURES

1. Promote Sustainable Growth Patterns and Infill Development
2. Create More Complete Neighborhoods
3. Encourage Mixed-use Development Projects
4. Require Sustainable Development Practices
5. Ensure Quality Development and Design

The Sacramento 2030 General Plan provides the foundation for Sacramento’s overall approach to achieve sustainable land use. The places we live, the methods used to construct our homes, and where we work dictate how far and by what means we travel and how much energy we use. This strategy builds upon and supports the goals and policies of the 2030 General Plan to design more compact development patterns, infill and reuse underutilized properties, intensify development near transit and mixed-use activity centers, and locate jobs closer to housing. Similarly, “green” buildings and development projects, as part of a broader sustainability plan, will consume less energy, produce fewer emissions, protect occupant health, minimize waste, and create jobs.



STRATEGY 2
MOBILITY AND
CONNECTIVITY



of total 2020 GHG reduction
 107,894 MMTCO₂e

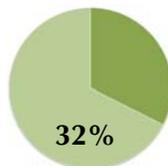
MEASURES

1. Multi-modal Travel Options
2. Improved Pedestrian Environment
3. Increased Bicycle Mode Share
4. Increased Transit Mode Share
5. Low Emission Vehicles/Efficient Goods Movement
6. Connected Transportation System
7. Transportation Demand Management

The City of Sacramento is committed to establishing an efficient multi-modal transportation network that minimizes impacts to natural resources and improves the quality of life for city residents. Reducing vehicle miles traveled (VMT) by increasing the availability, efficiency, and appeal of sustainable forms of transportation, such as walking, bicycling, and riding public transit, will not only reduce GHG emissions, but will improve public health and quality of life and lead to cleaner air, more recreation space, and opportunities for exercise. Land use and transportation are inextricably linked. Sacramento’s transportation network will include well connected neighborhoods, centers, and corridors with complete streets that provide infrastructure and facilities for pedestrians, bicycles, transit, and vehicles.



STRATEGY 3
ENERGY EFFICIENCY
AND RENEWABLE
ENERGY



of total 2020 GHG reduction
 445,590 MTCO₂e

MEASURES

1. Energy Demand Management and Conservation
2. Increase Existing Building Energy Efficiency
3. Increase Energy Efficiency in New Buildings
4. Increase Renewable Energy Generation and Use

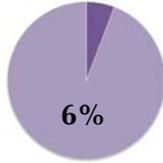
The City of Sacramento recognizes that energy is an essential part of our everyday lives, from the lights that illuminate our homes to the machines and computers that operate our businesses. Increasing energy efficiency in existing and new homes and buildings, generating renewable energy, and motivating individuals to make choices that conserve energy will significantly reduce energy demand. The City will support SMUD efforts to increase the generation and use of renewable sources of electricity, such as hydro, wind, geothermal, and solar power. Finally, emissions reductions will be achieved by using less natural gas and electricity in our daily lifestyle choices and business practices, and by improving the energy efficiency of our household appliances and industrial processes.



Reducing the production, consumption, and disposal of waste materials, while encouraging reuse, recycling, and composting.



STRATEGY 4
WASTE REDUCTION AND RECYCLING



of total 2020 GHG reduction
79,404 MMTCO₂e

MEASURES

1. Sustainable Production and Consumption
2. Source Reduction, Diversion, Recycling, and Reuse
3. Greenwaste and Composting

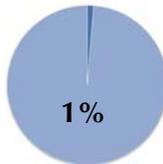
The City of Sacramento is committed to helping its residents and businesses reduce waste and increase recycling of materials that would otherwise end up in a landfill. Our decisions about the goods we consume and how we dispose of them can greatly impact emissions. Reusing and recycling materials will save energy required for production and disposal of materials and products and reduce the amount of solid waste that emits GHG gasses in landfills. The City will support commercial and industrial sectors in their efforts to reduce the amount of emissions related to manufacturing new products. Residents will also be encouraged to consume less and reduce the number of products consumed.



Increasing water conservation and management and wastewater treatment practices that reduce energy demand and promote efficient use of this limited resource.



STRATEGY 5
WATER CONSERVATION AND WATER EFFICIENCY



of total 2020 GHG reduction
17,267 MTCO₂e

MEASURES

1. Water Conservation
2. Wastewater Treatment

The City of Sacramento recognizes the importance of water conservation and efficient management and treatment of wastewater. Increasing the efficiency of water distribution and reducing consumption will help reduce the energy needed to treat and transport water. It will also help to conserve this important resource. Conservation measures will encourage the use of water-efficient appliances, landscaping, and practice that improve water quality in the American and Sacramento Rivers and the Delta and improve the long-term reliability of the region’s water supply. Finally, they will lower the cost of water service and associated energy costs to water and wastewater customers.



STRATEGY 6
CLIMATE CHANGE
ADAPTATION

GHG reductions for the measures and actions in this strategy could not be measured at this time, but are still expected to help reduce emissions.

MEASURES

1. Prepare for Increases in Average Temperatures
2. Preserve Water Sources and Respond to Variable Supplies
3. Respond to Energy Demands and Variable Supplies
4. Protect Public from Health Risks and Safety Hazards
5. Promote a Climate-Resilient Economy
6. Respond to Potential Impacts on Public Infrastructure
7. Protect Natural Ecosystems and Migration Routes

While other strategies focus on reducing GHG emissions to prevent further climate change, the City of Sacramento also recognizes the importance of preparing Sacramento to deal with the expected impacts of climate change and creating a more climate-resilient community. By monitoring climate change impacts, staying up to date on climate change science, and incorporating climate change thinking into normal activities, the City and its residents and businesses will be better prepared to deal with likely future climate change effects and impacts.



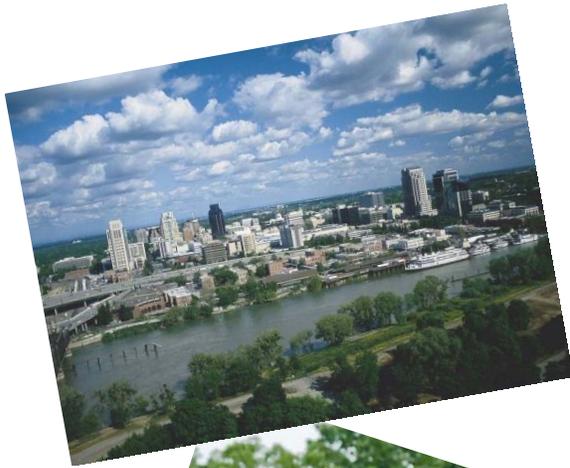
STRATEGY 7
COMMUNITY
INVOLVEMENT AND
EMPOWERMENT

MEASURES

1. Education and Community Involvement
2. Recognize Community Accomplishments
3. Build Businesses and Community Organization Partnerships

Most of the GHG reductions for the measures and actions in this strategy could not be measured at this time, but are still expected to help reduce emissions.

The City of Sacramento is committed to engaging the public and encouraging residents to actively participate in planning a more sustainable future. Everyone in the community has a role to play in addressing climate change and participation by residents and businesses in climate action programs will increase the likelihood of success. Residents will have the opportunity to work with the City as a partner in facilitating a climate action movement, while the City will lead by example, giving residents and businesses the means to take action. Outreach programs will involve residents and businesses in various GHG-reducing activities and acknowledge the accomplishments of individuals, businesses, and neighborhoods to reduce GHG emissions.



CO-BENEFITS OF ACTION

While the measures and actions included in the Climate Action Plan are generally oriented towards reducing GHG emissions and adapting to expected climate change impacts, many will also achieve important “co-benefits.”

For example, the Plan emphasizes sustainable development, complete neighborhoods, and green building practices to help reduce emissions. These types of actions will have co-benefits of increasing equity in and resale value of homes and buildings and allow people to live closer to jobs, schools, and services. Driving less and using sustainable modes of transportation will reduce emissions. It will also reduce traffic congestion, lower commute times, and improve air quality. Finally, more compact forms of development and infill development will prevent the conversion of open space and natural habitats, which will preserve farmland, increase access to recreation areas, and ensure habitat is available for plants and animals. These types of actions will allow us to drive less, save money, spend more time with family and friends, and enjoy a better quality of life.

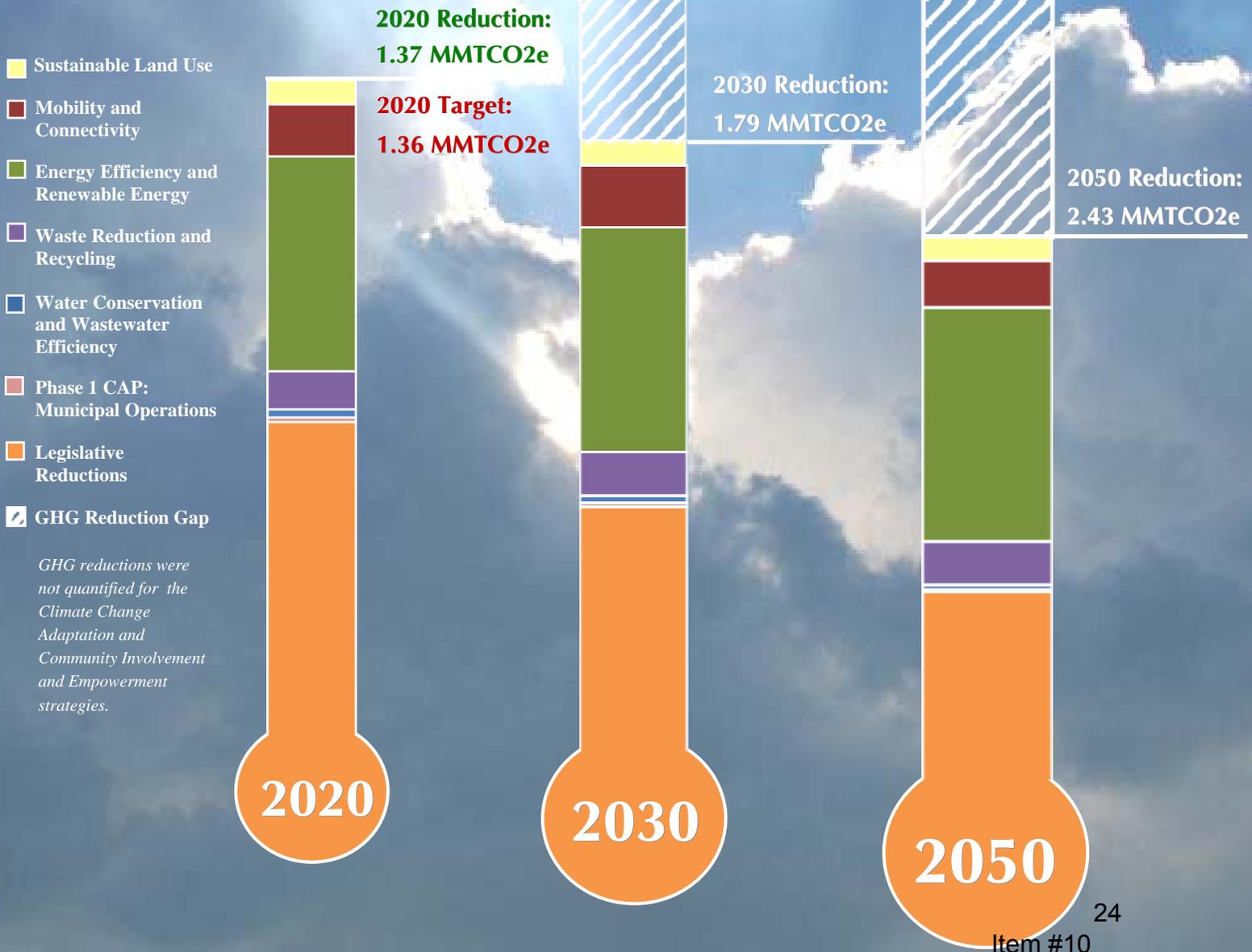
Two other key Climate Action Plan strategies will increase energy and water efficiency in existing and new buildings and generate renewable energy within Sacramento. Generating renewable energy and using energy more efficiently will lower energy demand and increase our energy independence. Conserving water will also help ensure that this limited resource is available in the future. Energy efficiency, renewable energy, and water conservation will save residents and businesses money, and lower our housing and business operating costs.

Many actions that reduce GHG emissions also provide climate change adaptation co-benefits that will help create a climate-resilient community. Creating a multi-modal transportation network will reduce our dependence on oil and prepare Sacramento for possible future gasoline shortages. Conserving water will also prepare us for potential droughts and lower water supplies in the summer. Finally, rooftop gardens and a robust urban forest will help reduce energy demand and the urban heat-island effect and prepare Sacramento for hotter summers and longer heat waves.

Beyond helping to solve a global problem and protect our community, residents, and businesses can benefit from the efforts outlined in the Climate Action Plan.

Reaching Our Goals

The strategies included in the Climate Action Plan exceed the 2020 reduction target adopted by the City. However, while further emissions reductions will be achieved by 2030 and 2050 using the measures and actions in this Plan, the gap between reduction potential and our reduction goals will increase. Over the coming years and decades, the Climate Action Plan will need to be updated with additional measures and actions in order to meet our long-term goals.



COMMUNITY ACTION

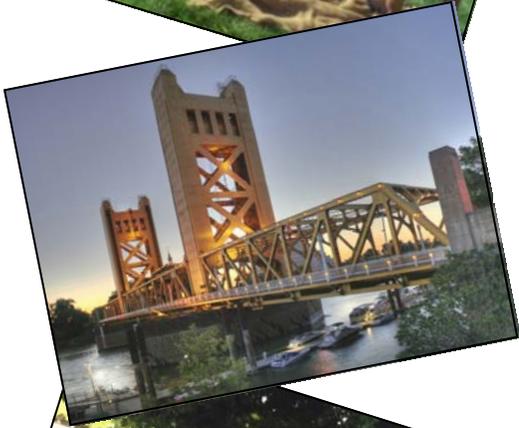
Climate change planning encompasses more than just reducing GHG emissions and adaptation planning – it is also about sustainability and quality of life. The City of Sacramento will take the lead in turning policy into action; however, everyone will need to be involved in the activities outlined in the Climate Action Plan in order to be successful. To do this, the City, residents, and businesses must work together and actively participate in planning the future of Sacramento.

Climate change is an avenue that offers a unique opportunity to partner for collective action, while fostering individual empowerment. Enlisting the ideas and energy of residents, businesses, and other partners in the ongoing implementation of the Climate Action Plan will not only give the community the opportunity to work with the City to facilitate a climate action movement, it will also create climate action and sustainability leaders. Outreach and education programs will increase social interaction, increase public awareness of climate change, and improve participation in City governance.

The City of Sacramento encourages the community to get involved in policy development, program planning, implementation, and assessment. The Climate Action Plan acts as a tool for creating dialog and calling people to action. The Plan includes education and outreach actions that involve the public in climate change strategies. Residents have the opportunity to work with the City as an equal partner in facilitating this movement. The City's role will be to inspire others in leading by example and to give residents, businesses, and other partners the means to take action and influence their peers.

Although it may seem that an individual cannot have much impact on global processes, individual actions can collectively make a big difference. Everyone in the community has a role to play in addressing climate change. Effective climate action will require new behaviors and ways of thinking. Individuals and businesses can consume less energy and produce less waste by recycling, composting, conserving water, using public transit, and making homes and businesses more energy efficient. Small steps can make a difference for the future of our city and our planet. Everyone stands to benefit from the results of effective climate action.

The Climate Action Plan serves as a resource that supports the efforts of government, individuals, and businesses. Together we can create a safer, more sustainable Sacramento, while increasing the number of jobs and business opportunities and achieving energy independence.





CITY OF SACRAMENTO CLIMATE ACTION PLAN INITIAL STUDY

This Initial Study has been prepared by the City of Sacramento, Community Development Department, located at 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 *et seq.*), CEQA Guidelines (Title 14, Section 15000 *et seq.* of the California Code of Regulations) and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

The Initial Study has been prepared pursuant to the State CEQA Guidelines procedures for a subsequent project within the scope of the Master Environmental Impact Report (Master EIR), as described in CEQA Guidelines sections 15177 and 15178. The City of Sacramento 2030 General Plan Master EIR addressed goals, policies, and implementation measures in the General Plan, including greenhouse gas (GHG) reduction and climate action planning. The Climate Action Plan (CAP) is being prepared to implement the applicable provisions of the 2030 General Plan. The City has developed and will review and implement the CAP in a manner that satisfies the requirements of CEQA Guidelines section 15183.5, dealing with streamlining of analysis of greenhouse gas emissions.

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

SECTION I - BACKGROUND: Provides summary background information about the project name, location, sponsor, and the date this Initial Study was completed.

SECTION II - PROJECT DESCRIPTION: Includes a detailed description of the proposed project.

SECTION III - ENVIRONMENTAL CHECKLIST AND DISCUSSION: Reviews proposed project and states whether the project would have additional significant environmental effects (project-specific effects) that were not evaluated in the Master EIR for the 2030 General Plan.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Identifies which environmental factors were determined to have additional significant environmental effects.

SECTION V - DETERMINATION: States whether environmental effects associated with development of the proposed project are significant, and what, if any, added environmental documentation may be required.

REFERENCES CITED: Identifies source materials that have been consulted in the preparation of the Initial Study.

SECTION I - BACKGROUND

- Project Name:** City of Sacramento Climate Action Plan
- Project Location:** City-wide. Generally consistent with the Policy Area identified in the City's 2030 General Plan.
- Project Applicant:** The City of Sacramento is the project proponent.
- Project Planner:** Helen Selph, Associate Planner (hselph@cityofsacramento.org)
- Environmental Planner:** Scott Johnson, Associate Planner (srjohnson@cityofsacramento.org)
- Date Initial Study Completed:** November 14, 2011
- Date 30-day Public Comment Period Closes:** December 16, 2011

This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 21000 *et seq.*) and CEQA Guidelines (California Code of Regulations [CCR] Section 15000 *et seq.*). The Lead Agency is the City of Sacramento.

The City of Sacramento, Community Development Department, has reviewed the Proposed Climate Action Plan (CAP) and, on the basis of the whole record before it, has determined that it is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR. See CEQA Guidelines section 15176 (b) and (d).

The City has prepared the attached Initial Study to (a) review the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2030 General Plan Master EIR to determine their adequacy for the project (see CEQA Guidelines section 15178[b],[c]) and (b) determine if any potential new or additional project-specific significant environmental effects that were not analyzed in the Master EIR would occur and if any additional mitigation measures or alternatives that may avoid or mitigate the identified effects to a level of insignificance need to be discussed, if any.

As part of the Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR (CEQA Guidelines section 15177[d]). The Master EIR mitigation measures that are identified as appropriate are set forth in the applicable technical sections below.

This analysis incorporates by reference the general discussion portions of the 2030 General Plan Master EIR (CEQA Guidelines section 15150[a]).

SECTION II - PROJECT DESCRIPTION

INTRODUCTION

Adoption and implementation of the City of Sacramento's (City's) Proposed Climate Action Plan (CAP) is a project under the California Environmental Quality Act (CEQA). The City has prepared this Initial Study checklist to assess the environmental effects of implementing the CAP. This Initial Study consists of a project description, followed by a description of various environmental effects that may result from implementation of the Proposed CAP.

PROJECT BACKGROUND

In 2007, the City of Sacramento adopted a Sustainability Master Plan, which set formal sustainability goals and objectives for the City. In 2008, the City, Sacramento County, the Sacramento Municipal Utilities District (SMUD), and the other incorporated cities within the County formed the Sacramento Green Area Partnership, which coordinated efforts to develop a County-wide greenhouse gas (GHG) emissions inventory, and share information regarding GHG reduction efforts. The City's 2030 General Plan, adopted in 2009, includes numerous policies that address climate change and GHG emissions, including direction for the City to prepare a CAP.

Preparation of a CAP was identified as a priority implementation measure and a key mitigation measure in the City's 2030 General Plan Master Environmental Impact Report (Master EIR). In 2010, the City completed Phase 1 of the CAP, which examined GHG emissions from, and developed a GHG reduction strategy for, City government activities (e.g., municipal buildings, City-owned vehicles, streetlights and signals, park maintenance, and other operations that are under direct City control). As part of the effort to complete the CAP and its extension to the private sector, the City has gathered input from residents and businesses and has prepared a Proposed CAP for public review and comment.

California has adopted a wide variety of regulations aimed at reducing the State's GHG emissions. Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, requires California to reduce statewide GHG emissions to 1990 levels by 2020. AB 32 directs the California Air Resources Board (CARB) to develop and implement regulations that reduce statewide GHG emissions. The CARB Climate Change Scoping Plan (Scoping Plan) was approved by CARB in December 2008, and readopted in August 2011, and outlines the State's plan to achieve the GHG reductions required in AB 32. In the Scoping Plan, CARB encourages local governments to adopt a reduction goal for municipal operations emissions and move toward establishing similar goals for community-wide emissions that parallel the State's commitment to reduce GHGs. Though the specific role local governments will play in meeting the State's AB 32 goals is still being defined, they will nonetheless be a key player in implementing GHG reduction strategies.

The City's Proposed CAP articulates the City's intentions with respect to reducing community-wide GHG emissions in a manner consistent with AB 32. Based on the City of Sacramento's GHG inventory, the AB 32 reduction of 20 percent by 2020 would be achieved by a 15 percent reduction of City-wide GHGs below 2005 levels. Throughout the Proposed CAP, the City outlines strategies, implementation measures, and actions that would reduce GHG emissions from transportation and land use, energy consumption, water consumption, and solid waste sectors. Many of the actions contained within the CAP were derived from policies and programs already evaluated and adopted as part of the City's 2030 General Plan.

PROJECT DESCRIPTION

The proposed project is the adoption of the CAP, a document that provides an organized framework of goals, strategies, and implementation measures intended to reduce GHG emissions from activities within the City by a minimum of 15 percent from 2005 levels by the year 2020 (which is used as a proxy for the AB 32-statewide-mandated reduction of returning to 1990 emission levels by 2020). The CAP builds upon and supports the goals, policies, and implementation measures of the 2030 General Plan through definition of specific implementation mechanisms such as roles and responsibilities of City departments and partnerships with other agencies, funding sources, and timing. The Proposed CAP provides general background information about climate change, current and future (business-as-usual) GHG emissions from sources located within the City, the anticipated effects of State and federal legislation on future GHG emissions within the City, as well as an analysis of the potential effects of climate change on the City. The strategies, measures, and actions proposed in the CAP, and their relationship to the 2030 General Plan Master EIR are described in more detail in the sections that follow.

PROJECT OBJECTIVES

The purpose of the proposed project is to establish a single comprehensive framework for the City's climate action and sustainability programs, initiatives, and policies, and to demonstrate how these programs would achieve the City's GHG reduction target of 15 percent below 2005 emissions by 2020. The overarching goal of the CAP is to reduce GHG emissions and prepare for climate change. Other desired objectives associated with adoption and implementation of the City's Proposed CAP would include:

- Providing clear direction for City staff and assigned responsibilities to City departments for strategy implementation;
- Taking a community-wide leadership role in emissions reduction efforts, which aims to inspire residents and businesses to participate;
- Promoting compliance with State GHG emissions reduction mandates in AB 32;
- Providing CEQA streamlining benefits for future proposed projects that are consistent with the CAP;
- Creating jobs in the community, cost savings to residents on utility bills, and increased quality of life associated with sustainable neighborhood design, less reliance on motor vehicle travel, improved air quality, and other environmental and socioeconomic co-benefits; and
- Creating a more resilient community that is more capable of adapting to climate change impacts.

POTENTIAL PHYSICAL CHANGES

The Measures and Actions in the Proposed CAP build upon and support the goals and policies of the City's 2030 General Plan, providing more specific actions for GHG reduction. These actions cover a broad spectrum of municipal processes, including urban planning and development, building inspection, transportation planning, code enforcement, economic development, fiscal process, agency coordination, etc. In many cases, the specific actions of the Proposed CAP relate to processes, strategies, analyses, and coordination efforts that would not result in any physical changes to the environment. However, the Proposed CAP does include actions that involve increasing and improving transit and other infrastructure, requiring and promoting energy efficiency upgrades to structures, increasing renewable energy facilities, localizing utilities and services, etc. that could directly or indirectly result in physical changes to the environment. For example, several actions in the Proposed CAP promote installation of solar photovoltaic panels on residential and commercial structures, as well as other locations such as parking lots. The placement of solar panels where solar panels did not previously exist is a direct physical change in the environment.

The environmental checklist that follows will focus on these potential physical changes and will evaluate whether the physical change is adverse with respect to each environmental issue area, and, if so, whether the adverse change is substantial by comparing the level of change to the threshold of significance.

SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
1. <u>LIGHT AND GLARE</u> Would the proposal:			X
A) Create a source of glare that would cause a public hazard or annoyance?			
B) Create a new source of light that would be cast onto oncoming traffic or residential uses?			X

ENVIRONMENTAL SETTING

As stated in the City of Sacramento 2030 General Plan, the City (policy area) is located on a valley floor characterized by flat terrain in a predominately built-out environment. The average elevation is 25 feet above sea level. Long-range views within the City are generally expansive because of the flat terrain throughout the City. However, due to the flat terrain, existing mature trees and buildings often block views. The western portion of the City lies at an elevation of about 20 feet and the terrain slopes upward to the east. Gentle topographical changes are occasionally present, sometimes originating as natural banks of the Sacramento and American rivers. The American River, Morrison Creek, and other local drainages have downcut through the plain, forming low near-vertical stream banks from place to place. With the exception of these stream banks, ground slope within the City does not exceed eight percent and is most often between zero and three percent.

Views onto and across the City to the east include views of the foothills and mountains. The Sierra Nevada mountain range can be seen directly behind the City skyline driving east across the Sacramento-Yolo Causeway on Interstate 80 (I-80).

The City includes large portions of developed areas, ranging from single-family residential homes to high-rise office buildings in the downtown area. The areas where homes dominate the viewshed are generally areas with more green space, less artificial light meaning darker nighttime views, and less glare due to the limited amount of reflective materials.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, aesthetics impacts may be considered significant if the proposed project would result in one or more of the following:

Glare. Glare is considered to be significant if it would be cast in such a way as to cause public hazard or annoyance for a sustained period of time.

Light. Light is considered significant if it would be cast onto oncoming traffic or residential uses.

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

The Master EIR described the existing visual conditions in the general plan policy area, and the potential changes to those conditions that could result from development consistent with the 2030 General Plan. See Master EIR, Chapter 6.13, Urban Design and Visual Resources.

The Master EIR identified potential impacts for glare (Impact 6.13-1). Mitigation Measure 6.13-1, set forth below, was identified to reduce the effect to a less-than-significant level.

Light cast onto oncoming traffic or residential uses was identified as a potential impact (Impact 6.13-2). The Master EIR identified Policy LU 6.1.14 (Compatibility with Adjoining Uses) and its requirement that lighting must be shielded and directed downward as reducing the potential effect to a less-than-significant level.

Mitigation Measures from 2030 General Plan Master EIR that Apply to Project

Master EIR Mitigation Measure 6.13-1: The City shall amend the Zoning Code to prohibit new development from:

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

The Zoning Code has not yet been amended to include the restrictions identified in Mitigation Measure 6.13-1. The restrictions will be applied to the project, if applicable, to ensure that the potential impact identified in the Master EIR is less than significant.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The Measures and Actions identified in the Proposed CAP are consistent with the Goals and Policies of the City of Sacramento 2030 General Plan. However, the Actions in the CAP are more specific than the Goals, Policies, and Implementation Measures in the 2030 General Plan. Several of the Actions encourage incorporation of solar photovoltaic panels into existing structures, facilities, and new developments. Examples include allowing solar panels as substitutes for trees to meet shading requirements (third Supporting Action under Action 3.4.3), adding solar panels to rooftops to increase residential and commercial energy efficiency (Actions 3.4.1, 3.4.2, and Supporting Actions under 3.4.3.). Solar panels are generally placed on rooftops or mounted on other structures and typically point skyward, so solar reflection would not be cast in such a way as to cause public hazard or annoyance for a sustained period of time. The only foreseeable instance in which viewers would be exposed to glare or glint from photovoltaic panels would be if the viewers were located above the panels (i.e. driving on a nearby elevated section of freeway or living/working within a nearby high rise). While the terrain

in the City would allow extended visibility of light and glare from these elevated vantage points, the presence of mature trees and buildings reduces this effect. Solar panels are designed to absorb, rather than reflect light. Modern solar panels reflect substantially less light than standard glass; therefore, the surfaces are not highly reflective. Note that the California Legislature recently signed SB 226, which exempts solar energy systems installed on rooftops or existing parking lots (and meeting specified conditions) from the requirements of CEQA.

The CAP also includes Actions (Supporting Actions under Measure 6.1) that promote “cool roofs” and “cool pavement.” Cool roofs do not cast glare but are merely light in color. Light colors are high albedo (reflective power of a surface) and therefore reflect light and reduce heat absorption. They do not cause harsh glare like a mirrored surface (such as mirrored glass or polished metal).

All of the design features promoted/required in the CAP to reduce GHG emissions would be required to comply with Master EIR Mitigation Measure 6.13-1 stated above. Impacts associated with glare are considered less than significant.

Question B

The Proposed CAP would not allow any development that would not be allowed under the 2030 General Plan. The Measures and Actions identified in the CAP would enhance the energy efficiency of existing and future development, as well as public facilities such as streets and parks. Actions in the CAP (Supporting Action under Measure 3.3) promote the conversion to more energy efficient lighting technology, and consideration of reduced of lighting levels currently allowed under the existing General Plan and Zoning Ordinance. For example the Proposed CAP encourages lighting along the urban-rural edge not to exceed one-half the current maximum lighting standard; balancing public safety with limits on continuous all-night outdoor lighting in parks, sport facilities, construction sites, and other relevant areas; and exploring options for the use of bi-level/sensor-activated outdoor lighting or low-level security lighting with photo sensors (See Supporting Actions under Action 3.3.2). Therefore, implementation of the Proposed CAP would result in fewer impacts than analyzed in the 2030 General Plan Master EIR.

MITIGATION MEASURES

No Mitigation Measures are required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Aesthetics.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>2. AGRICULTURAL RESOURCES Would the proposal:</p> <p>A) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>			X
<p>B) Conflict with existing zoning for agricultural use or a Williamson Act contract?</p>			X
<p>C) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?</p>			X

ENVIRONMENTAL SETTING

As stated in the City of Sacramento 2030 General Plan, the City is built upon soil that is among the most fertile in California. As the City has grown, agricultural lands have been converted to non-agricultural uses. Today, the City of Sacramento is mostly urbanized, with limited amounts of active commercial agricultural lands remaining that support large-scale operations. The commercial agricultural activity is located, to a large extent, in the northwestern and southernmost portions of the city. Remaining agricultural land within the city limits is located in the southern area of the city and the northern area located within the North Natomas Community Plan area. No parcels within the city limits are currently under Williamson Act contract (although several adjacent parcels are under Williamson Act contract).

The City supports approximately 22 community gardens in which city residents grow produce, flowers, and other plants.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts to agricultural resources may be considered significant if the proposed project would:

- Affect agricultural resources or operations (e.g., impacts to soils or farmlands, or impacts from incompatible land uses, or premature conversion of Williamson Act contracts).

)

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

The Master EIR described the existing acreage of Important Farmland within the general plan policy area, and the potential changes to those conditions that could result from development consistent with the 2030 General Plan. See Master EIR, Chapter 6.2, Agricultural Resources.

The Master EIR identified potential impacts to agricultural resources or operations (Impacts 6.2-1 and 6.2-1) and indicated that the city's contribution to the state's inventory of Important Farmland is insubstantial. Projected growth would be focused within the Policy Area and not on surrounding agricultural areas outside the city. The remaining agricultural land within the Policy Area is not considered viable or suitable for large scale agricultural operations. Goals and policies included in the Environmental Resources section of the 2030 General Plan encourage the continued productivity and preservation of existing local agricultural lands and operations in areas outside of the city. The Master EIR concluded that impact on agricultural resources and operations would be less than significant.

The Master EIR evaluated potential impacts associated with uses incompatible with agriculture (Impacts 6.2-2 and 6.2-5). The Master EIR includes several Policies that address potential incompatibilities between urban land uses and adjacent agricultural operation. (Policy ER 4.2.2 requiring agricultural buffers, Policy ER 4.2.4 requiring buffers, and Policy ER 4.2.5 requiring disclosure to home owners of agricultural operations). The Master EIR concluded that this impact is less than significant.

The Master EIR analyzed potential conflicts with agricultural zoning (Impact 6.2-3). The Master EIR concluded that due to General Plan policies promoting agriculture buffers and the need for future approval for any change in zoning, the impact is less than significant.

Mitigation Measures from 2030 General Plan Master EIR that Apply to Project

The Master EIR did not identify mitigation measures related to agricultural resources.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and C

The City does not contain forest land zoned or used for commercial forest activities, and the project would have no impact on such resources.

The Proposed CAP identifies Measures and Actions that, although more specific than many of the Goals and Policies of the City of Sacramento 2030 General Plan, are consistent with the General Plan Goals and Policies. With respect to conversion of Important Farmland, the Proposed CAP does not allow development that would not be allowed under the City's General Plan, and would therefore not result in conversion of farmland beyond the level evaluated in the Master EIR. Furthermore, consistent with General Plan Policies for preserving farmland, the Proposed CAP encourages preservation of Prime Farmland (seventh Supporting Action under Action 1.1.1). Consistent with the conclusion of the Master EIR, the impact associated with direct or indirect conversion of Important Farmland is less than significant.

Question B

As described in the Master EIR, any proposed development that would require a rezone from an agricultural zone to a non-agricultural zone would require City Council approval, and would be required to undergo CEQA review. The Master EIR also describes General Plan policies requiring agricultural buffers and disclosure of agricultural operations to purchasers of nearby homes (Policy ER 4.2.2, Policy ER 4.2.4, and Policy ER 4.2.5). The Proposed CAP would not allow development that would not be allowed under the City's General Plan. Rather, the Proposed CAP includes Actions that further preserve Prime Farmland and support local farms (seventh Supporting Action under Action 1.1.1 and the thirteenth Supporting Action under Measure 6.4), consistent with General Plan Goals, Policies, and Implementation Measures. The Proposed CAP would not result in zoning conflicts, and there would be no significant effects that were not identified and evaluated in the Master EIR.

MITIGATION MEASURES

No Mitigation Measures are required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Agricultural Resources.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
3. AIR QUALITY			
<i>Would the proposal:</i>			
A) Result in construction emissions of NOx above 85 pounds per day?			X
B) Result in operational emissions of NOx or ROG above 65 pounds per day?			X
C) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X
D) Result in PM10 concentrations equal to or greater than five percent of the State ambient air quality standard (i.e., 50 micrograms/cubic meter for 24 hours) in areas where there is evidence of existing or projected violations of this standard?			X
E) Result in CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm)?			X
F) Result in exposure of sensitive receptors to substantial pollutant concentrations?			X
G) Result in TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources?			X
H) Impede the City or state efforts to meet AB32 standards for the reduction of greenhouse gas emissions?			X

ENVIRONMENTAL AND REGULATORY SETTING

The Master EIR states that the General Plan Policy Area is located within the Sacramento Valley Air Basin (SVAB) which is a valley bounded by the North Coast Ranges on the west and the Northern Sierra Nevada Mountains on the east.

Air pollutant emissions within the SVAB are generated by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources are usually subject to a permit to operate from the local air district, occur at specific identified locations, and are usually associated with manufacturing and industry. Examples of

point sources include refineries, concrete batch plants, and can coating operations. Area sources are widely distributed and produce many small emissions and do not require permits to operate from any air agency. Examples of area sources include residential and commercial water heaters, painting operations, portable generators, lawn mowers, and consumer products such as barbeque lighter fluid and hairspray. The wide-spread use of these items and operations contributes to local and regional air pollution.

Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources are those that are legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, racecars, and construction vehicles. Mobile sources account for the majority of the air pollutant emissions within the SVAB.

Both the federal and state governments have established ambient air quality standards for outdoor concentrations of various pollutants in order to protect public health. The national and state ambient air quality standards have been set at levels at which concentrations could be generally harmful to human health and welfare and to protect the most sensitive persons from experiencing health impacts. The air pollutants for which national and state standards have been promulgated and which are most relevant to air quality planning and regulation in the air basins include ozone (of which reactive organic gases [ROG] and oxides of nitrogen [NOx] are precursors), carbon monoxide, suspended particulate matter, sulfur dioxide, and lead.

Regionally, some portions of the SVAB have fewer air quality problems than others. Only the southern portion of the SVAB is in nonattainment for federal ozone standards, and Sacramento County has not been redesignated to attainment for the federal PM₁₀ standard. The entire SVAB is in non-attainment for state standards for ozone and particulate matter under 10 and 2.5 micrograms (PM₁₀ and PM_{2.5}).

Toxic air contaminants (TACs) are airborne substances that are capable of causing chronic (i.e., of long duration) and acute (i.e., severe but of short duration) adverse effects on human health.

They include both organic and inorganic chemical substances that may be emitted from a variety of common sources including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. TACs are different than the "criteria" pollutants previously discussed in that ambient air quality standards have not been established for them, largely because there are hundreds of air toxics and their effect on health tend to be local rather than regional.

The national and state ambient air quality standards have been set at a level designed to protect the most sensitive persons from illness or discomfort with a reasonable margin of safety. Air pollution regulatory agencies typically define sensitive receptors to include residences, schools, playgrounds, child care centers, athletic facilities, hospitals, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. Each of these land use types is present in the city.

GENERAL PLAN POLICIES CONSIDERED MITIGATION

The Master EIR identified potentially significant impacts and mitigation measures for the following impacts:

Impact 6.1-6: Implementation of the 2030 General Plan could result in TAC emissions that could adversely affect sensitive receptors.

and

Impact 6.1-11: Implementation of the proposed 2030 General Plan, in conjunction with other development in the SVAB, would generate TAC emissions that could adversely affect sensitive receptors.

As stated in the Master EIR, the following General Plan policy would avoid or lessen environmental impact:

Mitigation Measure 6.1.6 - General Plan Policy ER 6.1.8 - Development Near TAC Sources:

The City shall ensure that new development with sensitive uses located adjacent to toxic air contaminant sources, as identified by the California Air Resources Board (CARB), reduces potential health risks. In its review of these projects, the City shall consider current guidance provided by and consult with the CARB and the Sacramento Metropolitan Air Quality Management District.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, air quality impacts may be considered significant if construction and/or implementation of the Proposed Project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR:

- construction emissions of NO_x above 85 pounds per day;
- operational emissions of NO_x or ROG above 65 pounds per day;
- violation of any air quality standard or contribute substantially to an existing or projected air quality violation;
- PM₁₀ concentrations equal to or greater than five percent of the State ambient air quality standard (i.e., 50 micrograms/cubic meter for 24 hours) in areas where there is evidence of existing or projected violations of this standard. However, if project emissions of NO_x and ROG are below the emission thresholds given above, then the project would not result in violations of the PM₁₀ ambient air quality standards;
- CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm); or
- exposure of sensitive receptors to substantial pollutant concentrations.

Ambient air quality standards have not been established for TACs. TAC exposure is deemed to be significant if:

- TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources.

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

The Master EIR addressed the potential effects of the 2030 General Plan on ambient air quality and the potential for exposure of people, especially sensitive receptors such as children or the elderly, to unhealthful pollutant concentrations. See Master EIR, Chapter 6.1.

Policies in the Environmental Resources Element of the 2030 General Plan were identified as mitigating potential effects of development that could occur under the 2030 General Plan. For example, Policy ER 6.1.1 calls for the City to work with the CARB and the Sacramento Metropolitan Air Quality Management District (SMAQMD) to meet state and federal air quality standards; Policy ER 6.1.12 requires the City to review proposed development projects to ensure that the projects incorporate feasible measures that reduce construction and operational emissions; Policy ER 6.1.11 calls for coordination of City efforts with SMAQMD; and Policy ER 6.1.15 requires the City to give preference to contractors using reduced-emission equipment. The Master EIR concluded that implementation of the General Plan would result in significant and unavoidable impacts involving construction- and operations-related emissions of ozone precursors and PM₁₀.

The Master EIR identified exposure to sources of TACs as a potential effect. Policies in the 2030 General Plan would reduce the effect to a less-than-significant level. The policies include ER 6.1.5, requiring consideration of current guidance provided by the CARB and SMAQMD; requiring development adjacent to stationary or mobile TAC sources to be designed with consideration of such exposure in design, landscaping and filters; as well as Policies ER 6.11.1 and ER 6.11.15, referred to above. The Master EIR concluded that TAC emission would be less than significant.

The Master EIR found that GHG emissions that would be generated by development consistent with the 2030 General Plan would be a significant and unavoidable cumulative impact. The discussion of GHG emissions and climate change in the 2030 General Plan Master EIR are incorporated by reference in this Initial Study. (CEQA Guidelines Section 15150)

The Master EIR identified numerous policies included in the 2030 General Plan that addressed GHG and climate change. See Draft Master EIR, Chapter 8, and pages 8-49 et seq. The Master EIR is available for review at the offices of Development Services Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA during normal business hours, and is also available online at www.sacgp.org.

Policies identified in the 2030 General Plan include directives relating to sustainable development patterns and practices, and increasing the viability of pedestrian, bicycle and public transit modes. A complete list of policies addressing climate change is included in the Master EIR in Table 8-5, pages 8-50 et seq; the Final Master EIR included additional discussion of greenhouse gas emissions and climate change in response to written comments. See changes to Chapter 8 at Final Master EIR pages 2-19 et seq. See also Letter 2 and response.

ANSWERS TO CHECKLIST QUESTIONS

Question A through H

The Proposed CAP includes Measures and Actions that are consistent with the Goals, Policies, and Implementation Measures of the General Plan. The purpose of the Proposed CAP is to

reduce GHG emissions within the city to help contribute to global efforts to reduce the effects of climate change. The Measures and Actions that accomplish these reductions are included throughout the CAP and include reducing vehicle use, developing and enhancing bicycle and pedestrian facilities, enhancing public transit, increasing use of renewable energy, improving energy efficiency in buildings, improving energy management, increasing water conservation, and promoting green infrastructure and urban agriculture. In addition to reducing GHGs, each of these elements have the co-benefit of reducing criteria air pollutants and TACs and would therefore not conflict with or obstruct the SMAQMD's Air Quality Plan.

Implementation of the Proposed CAP would further reduce GHGs and criteria air pollutants beyond the reductions included in the 2030 General Plan and Master EIR. Therefore, the Proposed CAP would result in a less-than-significant impact.

MITIGATION MEASURES

No Mitigation Measures necessary beyond those identified in the Master EIR (See above).

FINDINGS

The project would have no additional project-specific environmental effects relating to Air Quality.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>4. <u>BIOLOGICAL RESOURCES</u> Would the proposal:</p> <p>A) Create a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected</p>			X
<p>B) Result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal</p>			X
<p>C) Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands)?</p>			X

ENVIRONMENTAL SETTING

The Master EIR provided that biological resources in the City include plant and animal species listed as threatened or endangered, proposed for federal and/or state listing as threatened or endangered, or any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS). Additionally, sensitive habitats, habitat for any of the listed or sensitive species described above, and wetlands or other waters under the jurisdiction of the U.S. Army Corps of Engineers (Corps) under Section 404 of the Clean Water Act (CWA) are considered significant biological resources. The 2030 General Plan contains policies to guide the location, design, and quality of development to protect important biological resources such as wildlife habitat, open space corridors, and ecosystems. Conservation and protection of important biological resources contribute to human health and nurtures a viable economy.

Generally, the City is bordered by farmland to the north, farmland and the Sacramento River to the west, the City of Elk Grove to the south, and developed unincorporated portions of Sacramento County to the east. Historically, the natural habitats within the City included perennial grasslands, riparian woodlands, oak woodlands, and a variety of wetlands including vernal pools, seasonal wetlands, freshwater marshes, ponds, streams and rivers. Over the last 150 years, development from agriculture, irrigation, flood control, and urbanization has resulted in the loss or alteration of much of the natural habitat within the Policy Area boundaries. Non-native annual grasses have replaced the native perennial grasslands, many of the natural streams have been channelized, much of the riparian and oak woodlands have been cleared, and most of the marshes have been drained and converted to agricultural or urban uses. (City of Sacramento 2009)

Though the majority of the City's land is committed to residential, commercial, and other urban development, the general plan also emphasizes the importance of habitat areas, parks and open space uses. Habitats that are present in the City and surrounding areas include annual grasslands, riparian woodlands, oak woodlands, riverine (rivers and streams), ponds, freshwater marshes, seasonal wetlands, and vernal pools. (City of Sacramento 2009)

GENERAL PLAN POLICIES CONSIDERED MITIGATION

The General Plan Master EIR identified the following potentially significant impacts and mitigation measures (policies):

Impact 6.3-2: Implementation of the 2030 General Plan could adversely affect special-status plant species due to the substantial degradation of the quality of the environment or reduction of population or habitat below self-sustaining levels.

and

Impact 6.3-3: Implementation of the 2030 General Plan could result in substantial degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status invertebrates.

and

Impact 6.3-4: Implementation of the 2030 General Plan could result in substantial degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels with special-status birds, through the loss of both nesting and foraging habitat.

and

Impact 6.3-5: Implementation of the 2030 General Plan could result in substantial degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status amphibians and reptiles.

and

Impact 6.3-6: Implementation of the 2030 General Plan could result in substantial degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status mammals.

and

Impact 6.3-10: Implementation of the 2030 General Plan could result in the loss of California Department of Fish and Game (CDFG)-defined sensitive natural communities such as elderberry savanna, northern claypan vernal pools, and northern hardpan vernal pools.

and

Impact 6.3-13: Implementation of the City's 2030 General Plan and regional buildout assumed in the Sacramento Valley could result in a regional loss of special-status plant or wildlife species or their habitat.

Mitigation Measure 6.3-2 - General Plan Policy ER 2.1.10 - Habitat Assessments: The City shall consider the potential impact on sensitive plants for each project requiring discretionary

approval and shall require preconstruction surveys and/or habitat assessments for sensitive plant and wildlife species. If the preconstruction survey and/or habitat assessment determines that suitable habitat for sensitive plant and/or wildlife species is present, then either (1) protocol-level or industry recognized (if no protocol has been established) surveys shall be conducted; or (2) presence of the species shall be assumed to occur in suitable habitat on the project site. Survey Reports shall be prepared and submitted to the City and the CDFG or USFWS (depending on the species) for further consultation and development of avoidance and/or mitigation measures consistent with state and federal law.

Impact 6.3-8: Implementation of the 2030 General Plan could result in the loss or modification of riparian habitat, resulting in a substantial adverse effect.

Mitigation Measure 6.3-8 – General Plan Policy ER 2.1.5 - Riparian Habitat Integrity: The City shall preserve the ecological integrity of creek corridors, canals, and drainage ditches that support riparian resources by preserving native plants and, to the extent feasible, removing invasive, non-native plants. If not feasible, adverse impacts on riparian habitat shall be mitigated by the preservation and/or restoration of this habitat at a 1:1 ratio, in perpetuity.

Impact 6.3-9: Implementation of the 2030 General Plan could result in a substantial adverse effect on state or federally protected wetlands and/or waters of the United States through direct removal, filling, or hydrological interruption.

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

Impact 6.3-14: Implementation of the 2030 General Plan and regional buildout assumed in the Sacramento Valley could contribute to the cumulative loss of sensitive natural communities including wetlands and riparian habitat in the region.

Implement Mitigation Measures 6.3-8 and 6.3-9.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact would be significant if any of the following conditions or potential thereof, would result with implementation of the proposed project:

- Creation of a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected;
- Substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal; or
- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands).

For the purposes of this document, “special-status” has been defined to include those species, which are:

- Listed as endangered or threatened under the federal Endangered Species Act (or formally proposed for, or candidates for, listing);
- Listed as endangered or threatened under the California Endangered Species Act (or proposed for listing);
- Designated as endangered or rare, pursuant to California Fish and Game Code (Section 1901);
- Designated as fully protected, pursuant to California Fish and Game Code (Section 3511, 4700, or 5050);
- Designated as species of concern by U.S. Fish and Wildlife Service (USFWS), or as species of special concern to California Department of Fish and Game (CDFG);
- Plants or animals that meet the definition of rare or endangered under the California Environmental Quality Act (CEQA).

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

Chapter 6.3 of the Master EIR evaluated the effects of the 2030 General Plan on biological resources within the general plan policy area. The Master EIR identified potential impacts in terms of 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.

Policies in the 2030 General Plan were identified as mitigating the effects of development that could occur under the provisions of the 2030 General Plan. Policy 2.1.5 calls for the City to preserve the ecological integrity of creek corridors and other riparian resources; Policy ER 2.1.10 requires the City to consider the potential impact on sensitive plants for each project and to require pre-construction surveys when appropriate; and Policy 2.1.11 requires the City to coordinate its actions with those of the California Department Fish and Game, U.S. Fish and Wildlife Service, and other agencies in the protection of resources.

The Master EIR concluded that the cumulative effects of development that could occur under the 2030 General Plan would be significant and unavoidable as they related to effects on special-status plant species (Impact 6.3-2), reduction of habitat for special-status invertebrates (Impact 6.3-3), loss of habitat for special-status birds (Impact 6.3-4), loss of habitat for special-status amphibians and reptiles (Impact 6.3-5), loss of habitat for special-status mammals (Impact 6.5-6), special-status fish (Impact 6.3-7) and, in general, loss of riparian habitat, wetlands and sensitive natural communities such as elderberry savannah (Impacts 6.3-8 through 10).

Mitigation Measures from 2030 General Plan Master EIR that apply to the Project

None.

ANSWERS TO CHECKLIST QUESTIONS

Questions A through C

The Measures and Actions identified in the Proposed CAP are consistent with the Goals and Policies of the City of Sacramento 2030 General Plan. The Proposed CAP includes Actions and Measures intended to protect key habitat and wildlife corridors and incorporate climate change adaptation strategies into habitat conservation programs (seventh and eighth Supporting Actions under Action 1.1.1; Supporting Actions under Measure 6.7). These measures are similar to (albeit more specific than) the General Plan policies identified above. Also consistent with the 2030 General Plan, the Proposed CAP promotes enhancement of the urban forest and preservation of existing trees, including heritage trees (Supporting Actions under Measure 6.1). Furthermore, implementation of the CAP would not allow any development that would not be allowed under the General Plan. Implementation of the Proposed CAP would not result in impacts related to biological resources beyond those evaluated in the Master EIR.

MITIGATION MEASURES

No Mitigation Measures necessary.

FINDINGS

The project would have no additional project-specific environmental effects relating to Biological Resources.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>5. <u>CULTURAL RESOURCES</u> Would the project:</p> <p>A) Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in § 15064.5?</p>			X
<p>B) Directly or indirectly destroy a unique paleontological resource?</p>			X

ENVIRONMENTAL SETTING

The 2030 General Plan states that the Sacramento Delta was one of the first regions in California to attract intensive archaeological fieldwork. The first settlements in the Sacramento Valley likely occurred during the late Pleistocene and early Holocene (14,000 to 8,000 B.P.) period. Sacramento’s location within a great valley and at the confluence of two rivers, the Sacramento River and the American River, shaped its early and modern settlements. It is highly likely that Paleo-Indian populations occupied the area with villages located near watercourses. However, the archaeological record of such use is sparse, probably due to recurring natural flood events. (City of Sacramento 2009)

The City of Sacramento contains areas of high sensitivity for archaeological resources; these generally occur adjacent to major waterways (i.e. American and Sacramento Rivers), which is where the Nisenan villages were primarily located. Creeks, other watercourses, and early high spots near waterways that seem likely to have been used for prehistoric occupation are areas of moderate sensitivity for the presence of archaeological resources. Even sites where waterways may have existed in the past but have now been developed could contain archaeological resources due to the presence of “significant historic activities.” (City of Sacramento 2009)

Other areas within the City are considered to have low sensitivity for potential archaeological resources (based on previous research); however, this does not rule out the possibility that a site could exist. (City of Sacramento 2009)

The 2030 General Plan Master EIR includes Figure 6.4-1, which identifies the areas of archaeological sensitivity described above.

According to the 2030 General Plan, the City of Sacramento has designated 29 Historic Districts, 10 historic district surveys in progress, one adopted survey, and two Special Planning Districts. The City Code provides for the compilation of Landmarks, Contributing Resources, and Historic Districts into the Sacramento Register of Historic and Cultural Resources (Sacramento Register). The Sacramento Register includes all listed or surveyed historic resources in the City of Sacramento. The Sacramento Register also includes listings or maps of the properties within two of the City’s Special Planning Districts that have been afforded preservation protection by ordinance, but are not designated as a Historic District. (City of Sacramento 2009)

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, cultural resource impacts may be considered significant if the proposed project would result in one or more of the following:

- Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5 or
- Directly or indirectly destroy a unique paleontological resource. Answers to Checklist Questions

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

The Master EIR evaluated the potential effects of development under the 2030 General Plan on prehistoric and historic resources. See Chapter 6.4. The Master EIR identified significant and unavoidable effects on historic resources and archaeological resources.

General plan policies identified as reducing such effects call for identification of resources on project sites (Policy HCR 2.1.1), implementation of applicable laws and regulations (Policy HCR 2.1.2 and HCR 2.1.15), early consultation with owners and land developers to minimize effects (Policy HCR 2.1.10 and encouragement of adaptive reuse of historic resources (Policy HCR 2.1.13). Demolition of historic resources is deemed a last resort. (Policy HCR 1.1.14)

Mitigation Measures from 2030 General Plan Master EIR that apply to the Project

None.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

Development-related impacts to archaeological resources and paleontological resources generally occur as a result of ground disturbance, or providing access to locations containing such resources, such that human activity disturbs, destroys, or results in the removal of such resources. The Proposed CAP does not allow any development that is not currently allowed under the City's 2030 General Plan. Because no additional ground disturbance would be authorized under the Proposed CAP, and because the CAP would not provide new access not identified within the General Plan, no additional impacts to archaeological resources or paleontological resources would occur that were not analyzed within the Master EIR.

Regarding historic resources, the Proposed CAP promotes incorporation of energy efficiency features into existing buildings through programs such as Residential Energy Conservation Ordinance (RECO), Commercial Energy Conservation Ordinance (CECO), and Rental Housing Inspection Program (RHIP) (Actions 3.2.2, 3.2.3, and 3.2.4). Under these programs, priority is placed on the most cost-effective, energy-efficiency upgrades. As currently envisioned, the RHIP would be focused on basic weatherization of rental property, requiring only the most cost-effective improvements available, such as weather stripping and caulking windows and doors, insulating attics, sealing obvious ducting leaks, and insulating water heaters. RECO and CECO may be either prescriptive or performance based, and may trigger requirements beyond those of

the RHIP. Window and HVAC system replacements, which are not among the most cost-effective energy conservation strategies, are expected to be the least common energy-efficiency upgrades implemented under RECO and CECO. Because older structures would generally benefit more from increased energy efficiency than new buildings, it is likely that a portion of the structures that would undergo these minor energy upgrades would be within historic districts; some structures may be listed historic buildings. Under the programs promoted by the Proposed CAP, such as RECO and CECO, exterior energy efficiency upgrades, such as window replacement and upgraded HVAC would still require Design Review and/or Preservation approval, as applicable. It is important to note that RECO and CECO would generally be required as part of a major structural renovation or rehabilitation, which would almost certainly trigger the application process for Design Review or review by Preservation for structures located in those districts (or structure 50 years or older). The Design Review/Preservation staff (and Commissions, if applicable) would ensure that any exterior modifications to historic structures, or structures within a historic district or design review district would be tasteful and would be consistent with the design requirements of the district (or Secretary of the Interior Standards in the case of listed or "listable" historic structures). These review processes would ensure that impacts to historic structures and/or structures within an historic district would be less than significant. It should also be noted that, prior to codification, programs such as RECO, CECO, and RHIP will be required to comply with the Design Review and Preservation requirements of the Municipal Code and must be reviewed and approved by City Council.

MITIGATION MEASURES

No Mitigation Measures necessary.

FINDINGS

The project would have no additional project-specific environmental effects relating to Cultural Resources.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p><u>6.GEOLOGY AND SOILS</u></p> <p>Would the project allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards?</p>			X

ENVIRONMENTAL SETTING

According to the City’s 2030 General Plan Master EIR, the City of Sacramento is located in the Great Valley of California. The Great Valley is a flat alluvial plain approximately 50 miles wide and 400 miles long in the central portion of California. The City’s topography is relatively flat. There is a gradual slope rising from elevations as low as sea level in the southwest up to approximately 75 feet above sea level in the northeast. The predominant soil units in the City are the San Joaquin, Clear Lake, Galt, Cosumnes, and Sailboat soils, which account for over 60 percent of the total land area. The remaining soil units each account for only a few percent or less of the total. (City of Sacramento 2009)

Many of the soil units present within the City exhibit high shrink-swell potential. This hazard occurs primarily in soils with high clay content and can cause structural damage to foundations and roads that do not have proper structural engineering and are generally less suitable or desirable for development than non-expansive soils. (City of Sacramento 2009)

There are no known faults within the greater Sacramento region and Policy Area. Faults located closest to the City are the Bear Mountain and New Melones faults to the east, and the Midland Fault to the west. The Dunnigan Hills fault lies northwest of Sacramento. The Sacramento region has experienced ground shaking originating from faults in the Foothills fault zone. (City of Sacramento 2009)

According to the Master EIR, the City is in an area of relatively low severity, characterized by peak ground accelerations between 10 and 20 percent of the acceleration of gravity. This is primarily due the lack of known major faults and low historical seismicity in the region. The maximum earthquake intensity expected from this amount of ground shaking would be between VII and VIII on the Modified Mercalli Intensity Scale (MMI). (City of Sacramento 2009)

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact is considered significant if it allows a project to be built that will either introduce geologic or seismic hazards by allowing the construction of structures on such a site without protection against those hazards.

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

Chapter 6.5 of the Master EIR evaluated the potential effects related to seismic hazards, underlying soil characteristics, slope stability, erosion, existing mineral resources and paleontological resources in the general plan policy area. Implementation of identified policies in the 2030 General Plan reduced all effects to a less-than-significant level. Policies EC 1.1.1 through 1.1.3 require regular review of the City's seismic and geologic safety standards, geotechnical investigations for project sites and retrofit of critical facilities such as hospitals and schools.

Mitigation Measures from 2030 General Plan Master EIR that apply to the Project

None.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

Impacts related to seismic and soil hazards generally occur when new structures or uses are placed within areas of high seismic risk or on unstable soils, such that human safety risks could occur. The Proposed CAP would not allow the construction of any structures that would not be allowed under the General Plan or that would be inconsistent with current City building requirements or State building code. Implementation of the Proposed CAP would not increase risk with respect to seismic hazard or soil instability. These issues were fully analyzed in the Master EIR, and the impacts related to implementation of the Proposed CAP would be consistent with those identified in the Master EIR.

MITIGATION MEASURES

No Mitigation Measures necessary

FINDINGS

The project would have no additional project-specific environmental effects relating to Geology and Soils.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>7. <u>HAZARDS</u></p> <p>Would the project:</p> <p>A) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities?</p>			X
<p>B) Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials?</p>			X
<p>C) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities?</p>			X

ENVIRONMENTAL SETTING

The City’s General Plan Master EIR states that hazardous materials are routinely used, stored, and transported within the City and are associated with industrial and commercial/retail businesses, as well as in educational facilities, hospitals, and households. Federal, state, and local agencies maintain comprehensive databases that identify the location of facilities using large quantities of hazardous materials, as well as facilities generating hazardous waste. Some of these facilities use certain classes of hazardous materials that require accidental release scenario modeling and risk management plans to protect surrounding land uses. (City of Sacramento 2009)

The Sacramento County Environmental Management Department (SCEMD) maintains a database of all businesses in the City of Sacramento using hazardous materials in excess of the threshold quantities (55 gallons for a liquid, 200 cubic feet for a compressed gas, and 500 pounds for a solid). The “Master List of Facilities within Sacramento County with Potentially Hazardous Materials” is downloadable from the County’s website (www.emd.saccounty.net/Documents/lists/mstr.pdf) and is readily available to the public. Businesses that use and store hazardous materials in quantities subject to federal and state regulations that require community notification are required to prepare and submit a Hazardous Materials Management Plans (or “Business Plan”) and/or Risk Management Plans (RMPs), as appropriate, to the SCEMD. (City of Sacramento 2009)

There are also existing hazardous waste treatment, storage, and disposal (TSD) facilities in the City. The County’s Hazardous Waste Management Plan (HWMP) identifies the need for any potential future locations of TSD facilities and includes policies and potential impacts for the management of hazardous waste within the County. Activities at such facilities could include transfer and storage, aqueous treatment, organics recycling, solidification and stabilization, incinerators, or residuals repositories. (City of Sacramento 2009)

The City contains properties that were once contaminated and are now clean, as well as some properties that are contaminated with a clean-up process underway. Federal and state agencies responsible for hazardous materials management, along with the County of Sacramento, maintain databases of such sites. Appendix I of the City's Master EIR contains a compilation of information from the databases. (City of Sacramento 2009)

REGULATORY SETTING

Federal regulations and regulations adopted by the SMAQMD apply to the identification and treatment of hazardous materials during demolition and construction activities. Failure to comply with these regulations respecting asbestos may result in a Notice of Violation being issued by the SMAQMD and civil penalties under state and/or federal law, in addition to possible action by EPA under federal law.

Federal law covers a number of different activities involving asbestos, including demolition and renovation of structures (40 CFR section 61.145).

SMAQMD Rule 902 and Commercial Structures

The work practices and administrative requirements of Rule 902 apply to all commercial renovations and demolitions where the amount of Regulated Asbestos-Containing Material (RACM) is greater than:

- 260 lineal feet of RACM on pipes, or
- 160 square feet of RACM on other facility components, or
- 35 cubic feet of RACM that could not be measured otherwise.

The administrative requirements of Rule 902 apply to any demolition of commercial structures, regardless of the amount of RACM.

Asbestos Surveys

To determine the amount of RACM in a structure, Rule 902 requires that a survey be conducted prior to demolition or renovation unless:

- the structure is otherwise exempt from the rule, or
- any material that has a propensity to contain asbestos (so-called "suspect material") is treated as if it is RACM.

Surveys must be done by a licensed asbestos consultant and require laboratory analysis. Asbestos consultants are listed in the phone book under "Asbestos Consultants." Large industrial facilities may use non-licensed employees if those employees are trained by the U.S. EPA. Questions regarding the use of non-licensed employees should be directed to the AQMD.

Removal Practices, Removal Plans/Notification and Disposal

If the survey shows that there are asbestos-containing materials present, the SMAQMD recommends leaving it in place.

If it is necessary to disturb the asbestos as part of a renovation, remodel, repair or demolition, Cal OSHA and the Contractors State License Board require a licensed asbestos abatement contractor be used to remove the asbestos-containing material.

There are specific disposal requirements in Rule 902 for friable asbestos-containing material, including disposal at a licensed landfill. If the material is non-friable asbestos, any landfill willing to accept asbestos-containing material may be used to dispose of the material.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact is considered significant if the proposed project would:

- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities;
- expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials; or
- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities.

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

The Master EIR evaluated effects of development on hazardous materials, emergency response and aircraft crash hazards. See Chapter 6.6 of the Master EIR. Implementation of the General Plan may result in the exposure of people to hazards and hazardous materials during construction activities, and exposure of people to hazards and hazardous materials during the life of the General Plan. Impacts identified related to construction activities and operations were found to be less than significant. Policies included in the 2030 general Plan, including PHS 3.1.1 (investigation of sites for contamination) and PHS 3.1.2 (preparation of hazardous materials actions plans when appropriate) were effective in reducing the identified impacts.

Mitigation Measures from 2030 General Plan Master EIR that apply to the Project

None.

ANSWERS TO CHECKLIST QUESTIONS

Questions A through C

The Proposed CAP is consistent with the Goals, Policies, and Implementation Measures of the City's 2030 General Plan. The Proposed CAP promotes energy efficiency and reduced vehicle trips in order to reduce the City's GHG emissions. None of the Measures or Actions identified in the CAP would result in any increased use or transport of hazardous materials beyond the level analyzed in the General Plan Master EIR. Furthermore, no additional construction activities involving asbestos removal, groundwater dewatering, or contaminated soils remediation would occur as a result of the CAP that were not anticipated in the General Plan and evaluated in the

General Plan Master EIR. The potential impacts resulting from the CAP are consistent with the impacts analyzed in the General Plan Master EIR.

MITIGATION MEASURES

No mitigation measures required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Hazards.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>8. <u>HYDROLOGY AND WATER QUALITY</u> Would the project:</p> <p>A) Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the project?</p>			X
<p>B) Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood ?</p>			X

ENVIRONMENTAL SETTING

Precipitation in the City occurs mostly as rain during the months of November through March. Climate data collected from 1941 through 2003 shows that annual rainfall averaged 17.22 inches, but is variable. Recorded annual rainfall has ranged from a low of 6.25 inches in 1976 to a high of 33.44 inches in 1983. (City of Sacramento 2009)

Primary surface water resources in the City include the Sacramento River and the American River. These rivers provide municipal, agricultural, and recreational water supply, as well as freshwater habitat, spawning grounds, wildlife habitat, navigation on the Sacramento River, and industrial uses on the American River. Local surface water drainages and creeks include Chicken Ranch and Strong Ranch sloughs, Florin Creek, and Rio Linda Creek. Man-made drainage canals provide drainage for a large portion of the urbanized areas that are not served by the City's combined sewer system (CSS) or the City's storm drainage collection system. These canals include the Natomas East Main Drain Canal and the East, West, and Main Drainage Canals. (City of Sacramento 2009)

The reaches of the Sacramento and American rivers that flow through the Sacramento urban area are considered impaired for certain fish consumption and aquatic habitat and are listed on the EPA approved 2006 section 303(d) list of water quality limited segments (mercury and unknown toxicity). However, based on current water quality reports, the American and Sacramento rivers are both excellent supplies for drinking water. (City of Sacramento 2009)

Other major creeks, drainage canals, and sloughs in the City boundaries are also listed for pesticides and copper. The Natomas East Main Drainage Canal is listed for the pesticide diazinon and polychlorinated biphenyls (PCBs). (City of Sacramento 2009)

In general, stormwater runoff within the City of Sacramento flows into either the City's CSS or into individual drainage pump stations located throughout the Policy Area which discharge to creeks and rivers. The CSS is considered at or near capacity and requires all additional inflow into the system to be mitigated. (City of Sacramento 2009)

GENERAL PLAN POLICIES CONSIDERED MITIGATION

The following General Plan policy would avoid or lessen environmental impacts as identified in the Master EIR and is considered a mitigation measure for the following project-level and cumulative impacts.

Impact 6.7-3: Implementation of the 2030 General Plan could increase exposure of people and/or property to risk of injury and damage from a localized 100-year flood.

and

Impact 6.7-6: Implementation of the 2030 General Plan, in addition to other projects in the watershed, could result in increased numbers of residents and structures exposed to a localized 100-year flood event.

Mitigation Measure 6.7-6 - General Plan Policy ER 1.1.5 - No Net Increase: The City shall require all new development to contribute no net increase in stormwater runoff peak flows over existing conditions associated with a 100- year storm event.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts to hydrology and water quality may be considered significant if construction and/or implementation of the Proposed Project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR:

- substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the Specific Plan or
- substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

Chapter 6.7 of the Master EIR evaluates the potential effects of the 2030 General Plan as they relate to surface water, groundwater, flooding, stormwater and water quality. Potential effects include water quality degradation due to construction activities (Impacts 6.7-1, 6.7-2), and exposure of people to flood risks (Impacts 6.7-3, 6.7-4). Policies included in the 2030 General Plan, including a directive for regional cooperation (Policies ER 1.1.2, EC 2.1.1, EC 2.1.1), comprehensive flood management (Policy EC 2.1.14), and construction of adequate drainage facilities with new development (Policy U 4.1.1) were identified that reduced all impacts to a less-than-significant level.

Mitigation Measures from 2030 General Plan Master EIR that apply to the Project

None.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The Proposed CAP is consistent with the Goals, Policies, and Implementation Measures of the City's 2030 General Plan. Consistent with General Plan Policies to enhance stormwater quality (Policies ER 1.1.3 Stormwater Quality, ER 1.1.4 New Development, ER 1.1.5 No Net Increase, and ER 1.1.6 Post-Development Runoff), the Proposed CAP includes actions to further enhance stormwater quality. For example, the CAP requires development and adoption of regional Low Impact Development (LID) standards, including policies and updated codes and ordinances to require LID to reduce stormwater runoff and landscape water demands (eighth Supporting Action under Measure 5.1). In addition to reducing the rate and volume of stormwater runoff, LID practices also enhance the quality of stormwater runoff by incorporating features such as bioswales, bioretention facilities, rain gardens, vegetated rooftops, and permeable pavements. The Proposed CAP includes other measures that specifically promote the use of rain gardens and green roofs (sixth Supporting Action under Action 6.2.1; and sixth Supporting Action under Measure 6.1). The Proposed CAP would not allow development that is not allowed under the City's General Plan and would not result in construction activities not anticipated in the City's General Plan. Because the Proposed CAP is consistent with the Policies of the General Plan and would not increase development or construction beyond what was analyzed in the General Plan EIR, the Proposed CAP would not result in any impacts related to stormwater quality beyond what was analyzed in the General Plan Master EIR.

Question B

As mentioned under Question A above, the Proposed CAP promotes the existing requirement for development and adoption of regional LID standards, in part to reduce stormwater runoff. This is consistent with General Plan Policies for reduction of peak flow rates and velocities of runoff (Policies ER 1.1.4 New Development, ER 1.1.5 No Net Increase, and ER 1.1.6 Post-Development Runoff). Consequently, the Proposed CAP would further reduce the rate of stormwater runoff, which would reduce the potential for flooding. The Proposed CAP is consistent with the Policies of the General Plan and would not allow any development that was not identified in the General Plan and analyzed in the General Plan Master EIR, including development within floodplains. Therefore, the Proposed CAP would not result in impacts beyond what was analyzed in the General Plan Master EIR.

MITIGATION MEASURES

No mitigation measures required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Hydrology and Water Quality.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>9. <u>LAND USE AND PLANNING</u> Would the proposal:</p> <p>A) Physically divide an established community?</p>			X
<p>B) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?</p>			X

ENVIRONMENTAL SETTING

Existing land uses in the City include a mix of high-density office buildings and retail, office and commercial areas concentrated in the downtown/Central City. Adjacent to the Central City to the east is a mix of higher density apartments, lofts, single-family residential intermixed with local-serving retail and commercial uses. Further to the east, the land uses transition to more low-density single-family residential with areas of commercial development and light industrial uses along major roadway corridors. To the south of the Central City, the land uses include a mix of low-density residential, neighborhood-serving retail, and pockets of undeveloped land. To the north of the Central City is the 240-acre Union Pacific railyards, recently approved for new residential, office, and commercial uses. Further north includes low-density single-family residential, including the North Natomas community as well as large regional retail centers and smaller neighborhood-serving commercial areas. Large areas of undeveloped land still exist in the northern portion of the General Plan Policy Area. (City of Sacramento 2009)

The 2030 General Plan designates land uses for properties within the Policy Area. The 2030 General Plan also includes Goals, Policies, and Implementation measures that guide the function and growth of the City.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact is considered significant if the proposed project would:

- physically divide an established community;
- conflict with applicable land use plans, policies, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

Regarding potential physical division of an established community, the General Plan Master EIR indicates that the policies contained within the ten Community Plans are consistent and compatible with the 2030 General Plan policies. Therefore, the 2030 General Plan has been designed as a cohesive plan that builds upon existing neighborhoods and developed areas and would not physically divide an existing established community.

The General Plan Master EIR indicates that because the General Plan includes implementation measures requiring timely revision of the Zoning Code to bring the Code into consistency with the 2030 General Plan, there would be no conflict with Zoning. The Master EIR further indicates that building of the General Plan would not conflict with the SMF (Sacramento International Airport) Master Plan. In addition, the 2030 General Plan includes the development assumptions included in the Sacramento Area Council of Government's (SACOG's) Blueprint allocated for the City of Sacramento in terms of population, housing units, and employment.

Mitigation Measures from 2030 General Plan Master EIR that apply to the Project

None.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The Proposed CAP is consistent with the Goals, Policies, and Implementation Measures of the City's General Plan. The Proposed CAP would not allow development that is not allowed under the General Plan. Therefore, consistent with the conclusion of the General Plan Master EIR, implementation of the Proposed CAP would not result in development that could physically divide an existing community and the impact would be less than significant.

Question B

The Proposed CAP is designed to be consistent with the Goals and Policies of the General Plan, and, in many cases, provides more specific actions for Policies already identified in the General Plan, which were evaluated in the Master EIR. Because the Proposed CAP is consistent with the General Plan Goals and Policies, the Proposed CAP would not result in conflicts. In addition, the Proposed CAP would not allow any development that would not be consistent with land use designations specified by the General Plan and evaluated in the General Plan Master EIR. This impact is less than significant.

MITIGATION MEASURES

No mitigation measures required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Land Use and Planning.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p><u>9. NOISE</u></p> <p>Would the project:</p> <p>A) Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases?</p>			X
<p>B) Result in residential interior noise levels of 45 dBA L_{dn} or greater caused by noise level increases due to the project?</p>			X
<p>C) Result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance?</p>			X
<p>D) Permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction?</p>			X
<p>E) Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations?</p>			X
<p>F) Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic?</p>			X

ENVIRONMENTAL SETTING

According to the City's 2030 General Plan, land uses within the City include a range of residential, commercial, institutional, industrial, recreational, and open space areas. Although there are many noise sources within the City, the primary noise source is traffic. Motor vehicles commonly cause sustained noise levels in the vicinity of busy roadways or freeways. Several major freeways run through the Policy Area, including Interstate 5 (I-5), Interstate 80 (I-80), Capital City Freeway (SR 51), US 50, State Route (SR) 99, and SR 160. The City also has many local roads that experience high traffic volumes and contribute traffic noise. (City of Sacramento 2009)

Noise is also generated by airplane traffic, railroads, and various stationary sources. Five airports serve the City: Sacramento International Airport, Executive Airport, Mather Airport, McClellan Air Field and Rio Linda Airport. Union Pacific trains and light rail trains traverse the City, including through downtown. (City of Sacramento 2009)

A wide variety of stationary sources are also present in the City including heating and cooling equipment, landscape maintenance activities such as leaf-blowing and gasoline-powered lawnmowers, shipping and loading facilities, concrete crushing facilities, and recycling centers. Outdoor sporting facilities that can attract large numbers of spectators, such as high school or college football fields, can also produce noise that can affect nearby receptors. (City of Sacramento 2009)

Sensitive noise receptors in the City generally include residences, schools, child care centers, hospitals, long-term health care facilities, convalescent centers, and retirement homes. (City of Sacramento 2009)

GENERAL PLAN POLICIES CONSIDERED MITIGATION

The following General Plan policies would avoid or lessen environmental impacts as identified in the Master EIR and are considered mitigation measures for the following project-level and cumulative impacts.

Impact 6.8-4: Implementation of the 2030 General Plan could permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction.

and

Impact 6.8-9: Implementation of the 2030 General Plan could result in cumulative construction vibration levels that exceed the vibration-peak-particle velocities greater than 0.5 inches per second.

General Plan Policy EC 3.1.5 – Interior Vibration Standards: The City shall require construction projects anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby residential and commercial uses based on the current City or Federal Transit Administration (FTA) criteria.

Impact 6.8-5: Implementation of the 2030 General Plan could permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations.

and

Impact 6.8-10: Implementation of the 2030 General Plan could result in cumulative impacts on adjacent residential and commercial areas being exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations.

General Plan Policy EC 3.1.6 – Vibration Screening Distances: The City shall require new residential and commercial projects located adjacent to major freeways, hard rail lines, or light rail lines to follow the Federal Transit Administration (FTA) screening distance criteria.

Impact 6.8-6: Implementation of the 2030 General Plan could permit historic buildings and archeological sites to be exposed to vibration-peak-particle velocities greater than 0.25 inches per second due to project construction, highway traffic, and rail operations.

General Plan Policy EC 3.1.7 – Vibration: The City shall require an assessment of the damage potential of vibration-induced construction activities, highways, and rail lines in close

proximity to historic buildings and archeological sites and require all feasible mitigation measures be implemented to ensure no damage would occur.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts due to noise may be considered significant if construction and/or implementation of the Proposed Project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR:

- result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases;
- result in residential interior noise levels of 45 dBA Ldn or greater caused by noise level increases due to the project;
- result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance;
- permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction;
- permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; or
- permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic.

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

The Master EIR evaluated the potential for development under the 2030 General Plan to increase noise levels in the community. New noise sources include vehicular traffic, aircraft, railways, light rail and stationary sources. The general plan policies establish exterior (Policy EC 3.1.1) and interior (EC 3.1.3) noise standards. A variety of policies provide standards for the types of development envisioned in the general plan. See Policy EC 3.1.8, which requires new mixed-use, commercial and industrial development to mitigate the effects of noise from operations on adjoining sensitive land use, and Policy 3.1.9, which calls for the City to limit hours of operations for parks and active recreation areas to minimize disturbance to nearby residences. Notwithstanding application of the general plan policies, noise impacts for exterior noise levels (Impact 6.8-1) and interior noise levels (Impact 6.8-2), and vibration impacts (Impact 6.8-4) were found to be significant and unavoidable.

Mitigation Measures from 2030 General Plan Master EIR that apply to the Project

None.

ANSWERS TO CHECKLIST QUESTIONS

Questions A through C

Consistent with General Plan Policies requiring new development to reduce operational emissions (Policies ER 6.1.2 and 6.1.3), the Proposed CAP includes Action 1.1.1 that requires new development to reduce VMT per capita to below 35 percent of the statewide average. The Proposed CAP also includes actions promoting increased transit availability and accessibility (Action 2.4.1 and Supporting Actions; Supporting Actions under Action 1.1.1;), as well as enhanced bicycle and pedestrian facilities (Action 2.1.1 and Supporting Actions; Action 2.3.1 and Supporting Actions; fifth Supporting Action under Measure 1.4). These requirements would reduce vehicle traffic generated by existing and future development and would subsequently reduce traffic noise further than the levels anticipated in the General Plan and analyzed in the General Plan Master EIR. The Proposed CAP would not allow any development to occur that would not be allowed under the General Plan. Therefore, implementation of the Proposed CAP would not generate new traffic noise and no new impact would occur beyond impacts evaluated in the General Plan Master EIR.

As mentioned above, the Proposed CAP actions promote expansion of transit, including increased frequency and number of lines and stops, above and beyond what is already planned in the Metropolitan Transportation Plan (Action 2.4.1). Proposed new light rail lines are identified in the City's 2030 General Plan. Adding light rail lines, trains, and stops to the existing system could result in additional rail-related noise generation along existing and future passenger and light rail corridors. Sacramento Regional Transit or the Public Utilities Commission (PUC) would be responsible for approving any expansion to light or passenger rail facilities (respectively) within the City. Any such approval for transit expansion would first require CEQA review, which would require noise-related impacts to be mitigated to the extent feasible. Therefore, although the CAP promotes the additional transit facilities, implementation of the CAP would not authorize their construction, and the Proposed CAP results in a less-than-significant impact related to noise.

Questions D through F

The Proposed CAP would not allow any development to occur that is not allowed under the City's 2030 General Plan. Impacts associated with construction-related vibration were evaluated in the General Plan Master EIR, and implementation of the Proposed CAP would not result in any vibration-related impacts above and beyond those evaluated in the General Plan Master EIR.

MITIGATION MEASURES

No mitigation measures required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Noise.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p><u>10. POPULATION AND HOUSING</u></p> <p>Would the project:</p> <p>A) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?</p>			X
<p>B) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?</p>			X
<p>C) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?</p>			X

ENVIRONMENTAL SETTING

According to the City’s General Plan Master EIR, population within the City of Sacramento is forecasted to reach 641,000 by 2030. Based on historical trends in the region, it is highly unlikely that the City’s population would exceed the General Plan 2030 dial-down assumption. Buildout under the General Plan’s Preferred Land Use Diagram would, based on these assumptions, accommodate the projected population growth.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts population and housing may be considered significant if implementation of the Proposed CAP would:

- directly or indirectly induce substantial population growth;
- displace substantial numbers of existing housing necessitating construction of new housing; or
- displace substantial numbers of people necessitating construction of replacement housing;

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

The General Plan Master EIR includes a general discussion of the various policies and implementation measures that ensure consistency with population, housing, and employment projections.

Mitigation Measures from 2030 General Plan Master EIR that apply to the Project

None.

ANSWERS TO CHECKLIST QUESTION

Questions A through C

The Proposed CAP includes Measures and Actions that are consistent with the Goals, Policies, and Implementation Measures of the City's 2030 General Plan. The Proposed CAP does not include any Measures or Actions that would directly or indirectly result in population growth beyond what was evaluated in the General Plan Master EIR. In addition, the Proposed CAP does not allow development (or demolition) that would not be allowed under the General Plan; therefore, the Proposed CAP would not result in displacement of housing or people beyond what was evaluated in the General Plan Master EIR.

MITIGATION MEASURES

No mitigation measures required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Population and Housing.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>11. <u>PUBLIC SERVICES</u></p> <p>Would the project result in the need for new or altered services related to fire protection, police protection, school facilities, roadway maintenance, or other governmental services beyond what was anticipated in the 2030 General Plan?</p>			X

ENVIRONMENTAL SETTING

According to the City’s 2030 General Plan Master EIR, the Sacramento Police Department (SPD) is principally responsible for providing police protection services for areas within the City. In addition to the SPD, the Sacramento County Sheriff’s Department, California Highway Patrol (CHP), University of California, Davis (UC Davis) Medical Center Police Department, and the Regional Transit Police Department support the SPD to provide police protection within the General Plan Policy Area. (City of Sacramento 2009)

The Sacramento Fire Department (SFD) provides fire protection services to the entire City, which includes approximately 98 square miles within the existing City limits as well as three contract areas that include 47 square miles immediately adjacent to the City boundaries within the unincorporated county. (City of Sacramento 2009)

The City of Sacramento and County of Sacramento both implement programs to facilitate emergency preparedness. Specifically, the City of Sacramento Multi-Hazard Emergency Plan addresses the City’s planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and nuclear defense operations for areas within the City’s jurisdictional boundaries. (City of Sacramento 2009)

The Sacramento City Unified School District (SCUSD) is the primary provider of primary and secondary education within the City. Other districts serving residents within the City include the North Sacramento School District (NSSD), Robla School District (RSD), Del Paso Heights School District (DPHSD), Grant Joint Union High School District (GJUHSD), Natomas Unified School District (NUSD), San Juan Unified School District (SJUSD), Rio Linda Union School District (RLUSD), and the Elk Grove Unified School District (EGUSD). Some of these districts have schools outside the City limits but within the General Plan Policy Area. (City of Sacramento 2009)

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, school facilities, roadway maintenance, or other governmental services beyond what was anticipated in the 2030 General Plan.

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

The Master EIR evaluated the potential effects of the 2030 General Plan on various public services. These include parks (Chapter 6.9) and police, fire protection, schools, libraries and emergency services (Chapter 6.10).

The general plan provides that adequate staffing levels for police and fire are important for the long-term health, safety and well-being of the community (Goal PHS 1.1, PHS 2.1). The Master EIR concluded that effects would be less than significant.

General plan policies that call for the City to consider impacts of new development on schools (see, for example, Policy ERC 1.1.2 setting forth locational criteria, and Policy ERC 1.1.5 that encourages joint-use development of facilities) reduced impacts on schools to a less-than-significant level. Impacts on library facilities were also considered less than significant (Impact 6.10-8).

Mitigation Measures from 2030 General Plan Master EIR that apply to the Project

None.

ANSWERS TO CHECKLIST QUESTION

The Proposed CAP is consistent with the Goals, Policies, and Implementation Measures of the City's 2030 General Plan. The Proposed CAP would also not allow any development that is not currently allowed under the General Plan. The Measures and Actions identified in the CAP do not directly affect any of the public services evaluated in the General Plan Master EIR. Therefore, implementation of the Proposed CAP would not result in impacts to public services beyond those analyzed in the General Plan Master EIR.

MITIGATION MEASURES

No mitigation measures required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Public Services.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
12. <u>RECREATION</u> Would the project: A) Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities?			X
B) Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2030 General Plan?			X

ENVIRONMENTAL SETTING

The Parks Department maintains more than 2,400 acres of developed parkland, and manages more than 212 parks, 79 miles of road bikeways and trails, 17 lakes, ponds or beaches, over 20 aquatic facilities and provides park and recreation services at City-owned facilities within the City of Sacramento. Several facilities within the City of Sacramento are owned or operated by other jurisdictions, such as the County of Sacramento and the State of California. The City of Sacramento Parks and Recreation Master Plan (PRMP) guides park development in the City. (City of Sacramento 2009)

The City maintains a service level of approximately 8.7 acres per 1,000 residents. With the existing trails and bikeways located throughout the City, the current service level is 0.2 miles of trails/bikeways per 1,000 residents. (City of Sacramento 2009)

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts to recreational resources are considered significant if the proposed project would do either of the following:

- cause or accelerate substantial physical deterioration of existing area parks or recreational facilities; or
- create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2030 General Plan.

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

Chapter 6.9 of the Master EIR considered the effects of the 2030 General Plan on the City's existing parkland, urban forest, recreational facilities and recreational services. The general plan identified a goal of providing an integrated park and recreation system in the City (Goal ERC 2.1). New residential development will be required to dedicate land, pay in-lieu fees or otherwise contribute a fair share to the acquisition and development of parks and recreation facilities.

(Policy ERC 2.2.4) Impacts were considered less than significant after application of the applicable policies. (Impacts 6.9-1 and 6.9-2)

Mitigation Measures from 2030 General Plan Master EIR that apply to the Project

None required.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The Measures and Actions identified in the Proposed CAP are consistent with the Goals, Policies, and Implementation Measures of the City's General Plan. Implementation of the Proposed CAP would not result in development that is not currently allowed under the City's General Plan. Therefore, the Proposed CAP would not result in increased residential development that would increase demand for parks such that new parks would be necessary or increase the use of parks and recreational facilities such that physical deterioration would occur. Further, the Proposed CAP includes actions promoting preservation of existing open space (fourth Supporting Action under Action 6.2.1; third Supporting Action under Measure 6.7). Consistent with the conclusion of the General Plan Master EIR, the Proposed CAP would result in a less-than-significant impact related to parks and recreation.

MITIGATION MEASURES

No mitigation measures required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Recreation.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
13. <u>TRANSPORTATION AND CIRCULATION</u>			
Would the project:			
A) Roadway segments: degrade peak period Level of Service (LOS) from A,B,C or D (without the project) to E or F (with project) or the LOS (without project) is E or F, and project generated traffic increases the Volume to Capacity Ratio (V/C ratio) by 0.02 or more.			X
B) Intersections: degrade peak period level of service from A, B, C or D (without project) to E or F (with project) or the LOS (without project) is E or F, and project generated traffic increases the peak period average vehicle delay by five seconds or more?			X
C) Freeway facilities: off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway; project traffic increases that cause any ramp's merge/diverge level of service to be worse than the freeway's level of service; project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or the expected ramp queue is greater than the storage capacity?			X
D) Transit: adversely affect public transit operations or fail to adequately provide for access to public?			X
E) Bicycle facilities: adversely affect bicycle travel, bicycle paths or fail to adequately provide for access by bicycle?			X
F) Pedestrian: adversely affect pedestrian travel, pedestrian paths or fail to adequately provide for access by pedestrians?			X

ENVIRONMENTAL SETTING

The 2030 General Plan Master EIR states indicates that the highway network serving the City plays an important role in regional travel by connecting to and complementing the local street network. The larger highway and arterial classifications predominantly serve “through travel” rather than local trips. (City of Sacramento 2009)

The City's roadway network consists of local, collector, and arterial roadways. The most common type of major roadway within the City is a four-lane arterial, although six and eight-lane arterials are also provided in areas with high traffic volumes. (City of Sacramento 2009)

The Sacramento RT District provides local bus and light rail service within the City and greater Sacramento area. RT operates 97 bus routes with 256 compressed natural gas powered buses and 16 shuttle vans and provides approximately 37 miles of light rail service with 76 vehicles within the greater Sacramento area. (City of Sacramento 2009)

Greyhound provides regional transit service to the City and operates a newly constructed 24-hour station on Richards Boulevard. Amtrak provides passenger train service and has a station in downtown Sacramento on I Street. Amtrak offers round-trip train service from downtown Sacramento to the San Francisco Bay Area and to Placer County. (City of Sacramento 2009) Amtrak also offers connecting bus service to locations throughout the Central Valley.

The City adopted the 2010 Sacramento City/County Bikeway Master Plan in 1995. The plan identifies existing and planned bicycle trails and routes within the City, the needs of recreating and commuting bicyclists, and the appropriate bikeway design features. Bikeways are classified into the following three types.

- Class I—off-street bike paths
- Class II—on-street bike lanes marked by pavement striping and signage
- Class III—on-street bike routes that share the road with motorized vehicles

The City of Sacramento has 2,300 miles of sidewalks. However, over 400 miles of roads in Sacramento do not have sidewalks or pedestrian facilities. The City has implemented community programs and adopted guidelines over the past several years to enhance the pedestrian environment within Sacramento. (City of Sacramento 2009)

GENERAL PLAN POLICIES CONSIDERED MITIGATION

The following General Plan policy would avoid or lessen environmental impacts as identified in the Master EIR and is considered a mitigation measure for the following project-level and cumulative impacts.

Impact 6.12-1: Implementation of the 2030 General Plan could result in roadway segments located within the Policy Area that do not meet the City's current Level of Service (LOS) standard or the LOS D – E goal.

and

Impact 6.12-8: Implementation of the 2030 General Plan could result in a cumulative increase in traffic that would adversely impact the existing LOS for City roadways.

Mitigation Measure 6.12-1 - General Plan Policy M 1.2.2 - LOS Standard: The City shall allow for flexible Level of Service (LOS) standards, which will permit increased densities and mix of uses to increase transit ridership, biking, and walking, which decreases auto travel, thereby reducing air pollution, energy consumption, and greenhouse gas emissions.

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

b. Level of Service Standard for Multi-Modal Districts-The City shall seek to maintain the following standards in the Central Business District, in areas within 1/2 mile walking distance of light rail stations, and in areas designated for urban scale development (Urban Centers, Urban Corridors, and Urban Neighborhoods as designated in the Land Use and Urban Form Diagram). These areas are characterized by frequent transit service, enhanced pedestrian and bicycle systems, a mix of uses, and higher-density development.

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

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

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

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

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

- 12th/14th Avenue: State Route 99 to 36th Street
- 24th Street: Meadowview Road to Delta Shores Circle
- 65th Street: Folsom Boulevard to 14th Avenue
- Alhambra Boulevard: Folsom Boulevard to P Street
- Arcade Boulevard: Marysville Boulevard to Del Paso Boulevard
- Arden Way: Capital City Freeway to Ethan Way
- Blair Avenue/47th Avenue: S. Land Park Drive to Freeport Boulevard
- Broadway: 15th Street to Franklin Boulevard
- Broadway: 58th to 65th Streets
- El Camino Avenue: Stonecreek Drive to Marysville Boulevard
- El Camino Avenue: Capitol City Freeway to Howe Avenue
- Elder Creek Road: 65th Street to Power Inn Road
- Florin Perkins Road: 14th Avenue to Elder Creek Road
- Florin Road: Greenhaven Drive to 1-5; 24th Street to Franklin Boulevard
- Folsom Boulevard: 34th Street to Watt Avenue
- Freeport Boulevard: Broadway to Seamas Avenue
- Fruitridge Road: Franklin Boulevard to SR 99
- Garden Highway: Truxel Road to Northgate Boulevard
- Howe Avenue: American River Drive to Folsom Boulevard
- J Street: 43rd Street to 56th Street
- Mack Road: Meadowview Road to Stockton Boulevard
- Martin Luther King Boulevard: Broadway to 12th Avenue
- Marysville Boulevard., 1-80 to Arcade Boulevard
- Northgate Boulevard: Del Paso Road to SR 160
- Raley Boulevard: Bell Avenue to 1-80
- Roseville Road: Marconi Avenue to 1-80
- Royal Oaks Drive: SR 160 to Arden Way
- Truxel Road: 1-80 to Gateway Park

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts resulting from changes in transportation or circulation may be considered significant if construction and/or implementation of the Proposed Project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR:

Roadway Segments

- the traffic generated by a project degrades peak period Level of Service (LOS) from A,B,C or D (without the project) to E or F (with project) or
- the LOS (without project) is E or F, and project generated traffic increases the Volume to Capacity Ratio (V/C ratio) by 0.02 or more.

Intersections

- the traffic generated by a project degrades peak period level of service from A, B, C or D (without project) to E or F (with project) or
- the LOS (without project) is E or F, and project generated traffic increases the peak period average vehicle delay by five seconds or more.

Freeway Facilities

Caltrans considers the following to be significant impacts.

- off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway;
- project traffic increases that cause any ramp's merge/diverge level of service to be worse than the freeway's level of service;
- project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or
- the expected ramp queue is greater than the storage capacity.

Transit

- adversely affect public transit operations or
- fail to adequately provide for access to public transit.

Bicycle Facilities

- adversely affect bicycle travel, bicycle paths or
- fail to adequately provide for access by bicycle.

Pedestrian Circulation

- adversely affect pedestrian travel, pedestrian paths or
- fail to adequately provide for access by pedestrians.

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

Transportation and circulation were discussed in the Master EIR in Chapter 6.12. Various modes of travel were included in the analysis, including vehicular, transit, bicycle, pedestrian and aviation components. The analysis included consideration of roadway capacity and identification of levels of service, and effects of the 2030 General Plan on the public transportation system. Provisions of the 2030 General Plan that provide substantial guidance

include Goal Mobility 1.1, calling for a transportation system that is effectively planned, managed, operated and maintained, promotion of multimodal choices (Policy M 1.2.1), identification of level of service standards (Policy M 1.2.2), development of a fair share funding system for Caltrans facilities (Policy M 1.5.6) and development of complete streets (Goal M 4.2).

While the general plan includes numerous policies that direct the development of the City's transportation system, the Master EIR concluded that the general plan development would result in significant and unavoidable effects. See Impacts 6.12-1, 6.12-8 (roadway segments in the City), Impacts 6.12-2, 6.12-9 (roadway segments in neighboring jurisdictions), and Impacts 6.12-3, 6.12-10 (freeway segments).

Mitigation Measures from 2030 General Plan Master EIR that apply to the Project

None.

ANSWERS TO CHECKLIST QUESTIONS

Questions A through C

One of the most effective strategies for reducing the City's GHG emissions is to reduce traffic generation and, therefore, vehicle miles traveled (VMT). The Proposed CAP therefore includes several Actions aimed at reducing auto trips and increasing use of transit and other alternate modes. The most noteworthy single Action to reduce auto trips is the requirement that new development reduce VMT per capita 35 percent below the statewide annual average of approximately 9,000 VMT/capita in 2009 (Action 1.1.1) (FHWA 2009 and US Census Bureau 2009). This Action represents a substantial reduction in VMT, and would reduce traffic generation below what was analyzed in the General Plan Master EIR. Reduced traffic generation generally translates into increased roadway and intersection levels of service (LOS) (including improved LOS on freeway mainlines and on- and off-ramps) than the LOS identified under the General Plan Master EIR. Other Measures and Actions included in the CAP would also reduce VMTs, such as promoting transit oriented development, working with local partners to increase transit availability and access, enhancing bicycle and pedestrian facilities, etc (Action 2.4.1 and Supporting Actions; Supporting Actions under Action 1.1.1; Action 2.1.1 and Supporting Actions; Action 2.3.1 and Supporting Actions; fifth Supporting Action under Measure 1.4). These actions are consistent with Goals, Policies, and Implementation measures identified in the General Plan. The Proposed CAP would not result in impacts related to vehicular traffic beyond what was analyzed in the General Plan EIR.

Questions D through F

As mentioned above, the CAP promotes reduction of VMTs in part by promoting alternative modes, such as transit, bicycling, and walking. Although implementation of the Proposed CAP would substantially increase demand for transit, bicycle, and pedestrian facilities, the Proposed CAP includes several Actions for enhancing these facilities to accommodate their additional use (Action 2.4.1 and Supporting Actions; Supporting Actions under Action 1.1.1; Action 2.1.1 and Supporting Actions; Action 2.3.1 and Supporting Actions; fifth Supporting Action under Measure 1.4). In fact, the enhancement of these features is designed to attract users. Therefore, although implementation of the CAP would increase demand for alternative modes, the increased demand would result in large part from, and would simultaneously be accommodated by, the proposed enhancement of the facilities. This impact is considered less than significant.

MITIGATION MEASURES

No mitigation measures required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Transportation and Circulation.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>14. <u>UTILITIES AND SERVICE SYSTEMS</u></p> <p>Would the project:</p> <p>A) Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments?</p>			X
<p>B) Require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts?</p>			X

ENVIRONMENTAL SETTING

The City of Sacramento provides municipal water service to the area within the City limits and to several small areas within the county of Sacramento. The City's water facilities also include water storage reservoirs, pumping facilities, and a system of transmission and distribution mains. The City possesses surface water rights to divert both Sacramento and American river water. The Fairbairn Water Treatment Plant (FWTP) and the Sacramento River Water Treatment Plant divert water from the American and Sacramento rivers, respectively. The City also currently operates 33 permitted municipal groundwater supply wells within the City limits that pump from the North American and South American Groundwater basins. (City of Sacramento 2009)

The City provides wastewater collection to about two-thirds of the area within the City limits. Within the City, there are two distinct areas: areas served by a separate sewer system, and an area served by a combined sewer system. The Sacramento Regional County Sanitation District (SRCSD) and the Sacramento Area Sewer District (formerly County Services District [CSD-1]) provide both collection and treatment services within their service area for the portions of the City served by the separate sewer system. The older Central City area is served by a system in which sanitary sewage and storm drainage are collected and conveyed in the same system of pipelines, referred to as the Combined Sewer System (CSS). The Sacramento Regional Wastewater Treatment Plant (SRWTP), which is located just south of the City Limits, is owned and operated by SRCSD and provides sewage treatment for the entire Policy Area. Sewage is routed to the wastewater treatment plant by collections systems owned by SRCSD and the cities of Sacramento and Folsom. (City of Sacramento 2009)

The City's separate storm drainage system includes conveyance of storm water and dry weather urban runoff to the adjacent creeks and rivers. The separate drainage system consists of street drains, conveyance systems, and usually a pump station to discharge into either the Sacramento or American River. These discharges are regulated for water quality by the Regional Water Quality Control Board NPDES permit R5-2002-0206. (City of Sacramento 2009)

Solid waste in the City of Sacramento is collected by City and permitted private haulers. The City offers both commercial and residential solid waste collection services. Construction and demolition waste is collected by the City and private companies. Commercial solid waste is

transported to either the Sacramento Recycling and Transfer Station owned by BLT Enterprises or the North Area Transfer Station. From the City's transfer stations the commercial solid waste is then transported to the Lockwood Regional Landfill located in Sparks, Nevada. If residential and municipal solid waste is taken to the North Area Recovery Station (NARS)/County Facility for processing the waste is then transported to the Sacramento County (Kiefer) Landfill, operated by the County's Solid Waste Management and Recycling Department (the primary solid waste disposal facility in Sacramento County). Kiefer Landfill, categorized as a Class III facility, also accepts waste from the general public, businesses, and private waste haulers. (City of Sacramento 2009)

The City also provides residential curb-side recycling pick-up. Following collection, recyclables are transferred to the Sacramento Transfer Station for processing. The City also offers a commercial recycling program in which businesses are provided containers for co-mingled recyclable materials. (City of Sacramento 2009)

The Sacramento Municipal Utility District (SMUD) is responsible for the generation, transmission, and distribution of electrical power to its 900 square mile service area, which includes most of Sacramento County and a small portion of Placer County. SMUD is a publicly owned utility governed by a board of seven directors that make policy decisions and appoint the general manager, the individual responsible for the District's operations. SMUD obtains its electricity from a variety of sources, including hydro-generation, cogeneration plants, advanced and renewable technologies (such as wind, solar, and biomass/landfill gas power) and power purchased on the wholesale market. (City of Sacramento 2009)

Natural gas service is provided to the City of Sacramento by PG&E. PG&E provides electrical and natural gas services through state regulated public utility contracts. The utility company is bound by contract to update its systems to meet any additional demand. (City of Sacramento 2009)

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, or school facilities beyond what was anticipated in the 2030 General Plan:

- result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments or
- require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts.

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

The Master EIR evaluated the effects of development under the 2030 General Plan on water supply, sewer and storm drainage, solid waste, electricity, natural gas and telecommunications. See Chapter 6.11.

The Master EIR evaluated the impacts of increased demand for water that would occur with development under the 2030 General Plan. Policies in the general plan would reduce the impact generally to a less-than-significant level (see Impact 6.11-1) but the need for new water supply

facilities results in a significant and unavoidable effect (Impact 6.11-2). The potential need for expansion of wastewater treatment facilities was identified as having a significant and unavoidable effect (Impacts 6.11-4, 6.11-5). Impacts on solid waste facilities were less than significant (Impacts 6.11-7, 6.11-8). Implementation of energy efficient standards as set forth in Titles 20 and 24 of the California Code of Regulations for residential and non-residential buildings, would reduce effects for energy to a less-than-significant level.

Mitigation Measures from 2030 General Plan Master EIR that apply to the Project

None available.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The Proposed CAP is consistent with the Goals, Policies, and Implementation Measures identified in the City's 2030 General Plan. In some instances, the Proposed CAP identifies more specific measures for reducing the City's overall emission of greenhouse gases. Several Measures and Actions identified in the Proposed CAP include water conservation and wastewater minimization to effectively reduce emission of greenhouse gases (Action 3.2.2, 3.2.3, and 3.2.4; Supporting Actions under Measure 5.1). The Proposed CAP also encourages utilization of LID practices (eighth Supporting Action under Measure 5.1), which reduces demand for drainage facilities. The Proposed CAP generally results in further reduction of the demand for water, wastewater, and drainage facilities than implementation of the Policies and Implementation Measures of the General Plan and would therefore result in fewer impacts than were analyzed in the General Plan Master EIR.

Regarding electricity and natural gas, reduction in overall energy demand is one of the key strategies of the Proposed CAP. Implementation of the Proposed CAP would not result in an increased demand for electricity or natural gas, but would result in a decrease in demand from levels that would occur upon buildout of the General Plan and from what were analyzed in the General Plan Master EIR.

Likewise, on the topic of solid waste, the Proposed CAP encourages increased recycling and reduced waste generation (Supporting Actions under Measure 4.1; Action 4.2.1 and Supporting Actions; and Supporting Actions under Measure 4.3). However, the Proposed CAP also encourages the use of more local landfills (and reduce waste sent to Lockwood in Nevada) to reduce the City's total VMT (Action 2.5.1). This raises the question of whether local landfills would have capacity to accept the solid waste that is currently transported to Lockwood (800 tons per day according to the General Plan Master EIR). Using Kiefer as an example, according to CalRecycle's Solid Waste Information System (SWIS) database, Kiefer's permitted capacity is 117,400,000 cubic yards (10,815 tons/day) and, as of 2005, the landfill had a remaining capacity of 112,900,000 cubic yards. (CalRecycle 2011) Therefore, even if the entire tonnage of solid waste currently disposed of at Lockwood was transferred to Keifer, the additional 800 tons per day would represent only 7 percent of the Kiefer's total daily capacity. Implementation of this Action of the Proposed CAP would not affect capacity of local landfills such that new facilities would be required. This impact is less than significant.

MITIGATION MEASURES

No mitigation measures required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Utilities and Service Systems.

MANDATORY FINDINGS OF SIGNIFICANCE

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
15. MANDATORY FINDINGS OF SIGNIFICANCE			
A.) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X
B.) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X
C.) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X

ANSWERS TO CHECKLIST QUESTIONS

Questions A through C

As described in the biological resources analysis of this Initial Study, the Proposed CAP promotes preservation of open space and wildlife habitat and improvement of water quality and would not result in impacts beyond those evaluated in the General Plan Master EIR. The Proposed CAP would result in a less-than-significant impact related to quality of the environment, reduction of wildlife habitat or population, elimination of plant or animal community, or reduction in number or restriction in range of special-status species.

Also, as indicated in the cultural resources analysis of this Initial Study, the Proposed CAP would not result in development or other ground disturbing construction activities beyond those anticipated under the 2030 General Plan; therefore, subsurface archaeological resources would not be affected beyond what was evaluated under the General Plan Master EIR. The project

would result in a less-than-significant impact related to elimination of important examples of the major periods of California history or prehistory.

The Master EIR evaluated cumulative impacts associated with implementation of the 2030 General Plan. The Proposed CAP is consistent with the Goals, Policies, and Implementation Measures identified in the General Plan and would not allow development that is not allowed under the General Plan. Therefore, as described throughout this Initial Study, impacts resulting from the Proposed CAP, including cumulative impacts, would not be greater than the impacts analyzed in the Master EIR.

Implementation of the Proposed CAP would reduce the City's overall emission of greenhouse gases, which would not only help curb global climate change, but would also result in improved air quality due to the reduction of air pollutants associated with emission of greenhouse gases. Implementation of the Proposed CAP would not result in direct or indirect adverse effects related to human health that were not addressed in the General Plan Master EIR.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would potentially be affected by this project.

- | | |
|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Hazards |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Energy and Mineral Resources | <input type="checkbox"/> Transportation/Circulation |
| <input type="checkbox"/> Geology and Soils | <input type="checkbox"/> Utilities and Service Systems |
| <input type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> None Identified | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> |

SECTION V - DETERMINATION

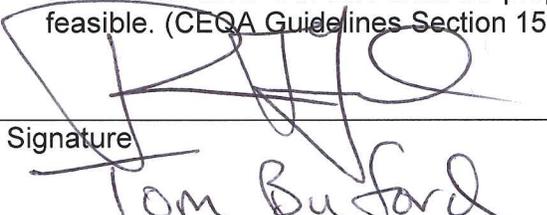
On the basis of the initial study:

X I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR; (b) the proposed project is consistent with the 2030 General Plan land use designation and the permissible densities and intensities of use for the project site; and (c) the proposed project will not have any project-specific additional significant environmental effects not previously examined in the Master EIR, and no new mitigation measures or alternatives will be required. Mitigation measures from the Master EIR will be applied to the proposed project as appropriate. Notice shall be provided pursuant to CEQA Guidelines Section 15087. (CEQA Guidelines Section 15177(b))

I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR; (b) the proposed project is consistent with the 2030 General Plan land use designation and the permissible densities and intensities of use for the project site; (c) that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the proposed project; and (d) the proposed project will have additional significant environmental effects not previously examined in the Master EIR. A Mitigated Negative Declaration will be prepared. Mitigation measures from the Master EIR will be applied to the project as appropriate, and additional feasible mitigation measures and alternatives will be incorporated to revise the proposed project before the negative declaration is circulated for public review, to avoid or mitigate the identified effects to a level of insignificance. (CEQA Guidelines Section 15178(b))

I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR; (b) the proposed is consistent with the 2030 General Plan land use designation and the permissible densities and intensities of use for the project site; (c) that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the proposed project; and (d) the proposed project **will** have additional significant environmental effects not previously examined in the Master EIR. A focused EIR shall be prepared which shall incorporate by reference the Master EIR and analyze only the project-specific significant environmental effects and any new or additional mitigation measures or alternatives that were not identified and analyzed in the Master EIR. Mitigation measures from the Master EIR will be applied to the project as appropriate. (CEQA Guidelines Section 15178(c))

I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR; (b) the proposed project is consistent with the 2030 General Plan land use designation and the permissible densities and intensities of use for the project site; (c) that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are not adequate for the proposed project; and (d) the proposed project will have additional significant environmental effects not previously examined in the Master EIR. An EIR shall be prepared, which shall tier off of the Master EIR to the extent feasible. (CEQA Guidelines Section 15178(e))



Signature

Tom Buford

Printed Name

November 14, 2011

Date

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Attachment 6**Summary of Public Outreach & Comments on the Plan****Early Outreach Efforts**

Upon completing preliminary analysis of greenhouse gas reduction measures in July 2011, staff reached out to key stakeholder groups in order to share the results of work performed to date and get feedback on the preliminary action measures and policy framework. Specific stakeholder groups consulted include:

- **Builders, developers, contractors, architects, realtors, and other real estate and development-industry professionals.** Examples of specific groups that attended or were invited to attend meetings include: Sacramento Association of Realtors, Rental Housing Association, North State Building Industry Association, Sacramento Regional Builders, American Institute of Architects-Central Valley Chapter, California Infill Builders Association, 2010 City/County Green Building Task Force members, Greenwise Sacramento Urban Design/Green Building Committee participants, etc.
- **Community advocacy groups, including housing, transportation, and environmental organizations.** Examples of specific groups that attended or were invited to attend meetings include: Environmental Council of Sacramento (ECOS), Sacramento-Yolo Mutual Housing Association, Sacramento Housing Alliance, Coalition for Regional Equity, 350 Sacramento, Habitat for Humanity, League of Women Voters-Sacramento County, Sierra Club Sacramento Group, Walk Sacramento, Sacramento Area Bicycle Advocates, etc.
- **Home performance contractors, energy auditors, and energy finance specialists.** Examples of specific groups that attended or were invited to attend meetings include: SMUD Qualified Energy Professionals , California Building Performance Contractors Association, etc.
- **Partner agencies**, including Sacramento Metro Air Quality Management District (SMAQMD), Sacramento Municipal Utility District (SMUD), Sacramento Housing & Redevelopment Agency (SHRA).

Specific comments provided by stakeholder groups include:

- Concern about additional costs incurred by new or changing regulations
- Concern about timing of phasing in new programs or requirements
- Opposition to point-of-sale based RECO requirements
- Support for streamlining entitlement and permitting processes for infill and compact development through the Green Development Code Update and other efforts.
- Support for implementation of voluntary or incentive-based measures and strong education & outreach efforts to encourage individual and collective

action. Once the Draft Climate Action Plan has been completed, staff will initiate a public outreach program to obtain ideas and suggestions from a broader audience through public meetings, presentations to specific organizations, enhancements to the City's website, surveys, and other methods.

Public Survey

A survey was posted on Nov. 3 that focused on assessing the community's willingness to take various actions to reduce greenhouse gas emissions. A link to the survey is on the Climate Action Plan webpage at www.sacgp.org/CAP.html.

At the end of the survey, an open-ended opportunity was provided for respondents to comment on the survey or the Climate Action Plan. A number of responses questioned the science of climate change, the value of climate action planning, or the appropriateness of using regulation to achieve reductions in greenhouse gasses. However, some respondents did provide input on what the City could do to reduce greenhouse gas emissions. The following summarizes these comments to date. (Please note that the survey closes on Dec. 9)

- Compost food waste
- Provide large subsidies and technical help for people who want to reduce greenhouse emissions
- Ban lawnmowers and leaf blowers
- Educate people about sustainable design
- Include strategies to facilitate homeowners' ability to capture rainwater.
- Weight options according to job creation potential
- Provide better public transit options
- Require drivers to turn off engines in drive-thru lanes
- Educate the public about the benefits of a mostly vegetarian diet
- The City and County must stop housing development in currently rural areas and promote light rail and bus services until they are truly convenient to middle-class commuters
- Require light colored roofing on reroofs and all new buildings. Give rebates on fees to developers and homeowners who comply
- Provide opportunities for business to reduce greenhouse emissions
- Mandatory composting

Public Meeting on the Draft Climate Action Plan

On November 16, 2011, approximately 2 weeks after the Draft Climate Action Plan was released, a public meeting was held. With the exception of the following comments, most of the comments were actually questions.

- Need to get faith-based organizations to become more energy efficient. Its low hanging fruit.
- It would be good if the City would total the cost of implementing this to compare it with the benefits to the community.

E-mail Received

Date Rec'd	Summary of Comment
11/8/11	Funding should have been spent on tangible needs of property owners such as timely waste-pickup, maintaining public lighting, and protecting public safety.
11/16/11	Hopes City will include a residential PACE program in the Climate Action Plan.

Comment period closes on Dec. 9, 2011