

## **Appendix K. Climate Change Policies**

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**TABLE K-1**

**NOTE: REFERENCES TO SPECIFIC GENERAL PLAN POLICIES INCLUDED IN THIS APPENDIX HAVE CHANGED BASED ON THE FINAL GENERAL PLAN. FOR THE MOST UP-TO-DATE GENERAL PLAN POLICIES THAT ADDRESS CLIMATE CHANGE, PLEASE SEE THE MITIGATION MONITORING PLAN ATTACHMENT NO. 1 AND THE INDIVIDUAL ELEMENTS IN THE ADOPTED 2030 GENERAL PLAN.**

**GREENHOUSE GAS EMISSIONS REDUCTION STRATEGIES**

California Climate Change Greenhouse Gas Emissions Reduction Strategies	2030 General Plan Policies/Existing City Ordinances
<p align="center">It should be noted that many of the emissions reduction strategies in this table relate to technologies that are evolving and will evolve, or become available, during buildout of the project. Some of these measures also relate to emissions reduction strategies that must be implemented on an area-wide or regional basis. Thus, several of these measures will be implemented over time as implementation becomes practicable, and the wording of these additional measures reflects that condition.</p>	
<p><b>CALIFORNIA CLIMATE ACTION TASKFORCE RECOMMENDATIONS</b></p> <p><b>Transportation Related Emissions</b></p>	
<p><b>CCAT Standard</b>  <b>Vehicle Climate Change Standards:</b> AB 1493 (Pavley) required the state to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of climate change emissions emitted by passenger vehicles and light duty trucks. Regulations were adopted by the ARB in September 2004.</p>	<p>These are CARB enforced standards and vehicles sold in California would be required to comply with the standards.</p>
<p><b>CCAT Standard</b>  <b>Other Light Duty Vehicle Technology:</b> New standards would be adopted to phase in beginning in the 2017 model.</p>	
<p><b>CCAT Standard</b>  <b>Heavy-Duty Vehicle Emission Reduction Measures:</b> Increased efficiency in the design of heavy-duty vehicles and an education program for the heavy-duty vehicle sector.</p>	
<p><b>CCAT Standard</b>  <b>Diesel Anti-Idling:</b> In July 2004, the CARB adopted a measure to limit diesel-fueled commercial motor vehicle idling.</p> <p>Post signs that restrict idling; education for truck drivers regarding diesel health impacts.</p>	<p>City Code 8.116.040 regulates the idling of vehicles, prohibiting idling longer than 5 consecutive minutes, or 5 minutes during one hour. This applies to the operation of vehicles with a manufacturer's gross vehicle weight rating greater than 14,000 pounds, all transport refrigeration units, and off-road equipment with a horsepower rating of 50 or greater.</p> <p>City Code 8.116.070 requires property owners to notify drivers, owners, and operators of vehicles and TRUs of the limitations on the idling of vehicles.</p>
<p><b>CCAT Standard</b>  <b>Alternative Fuels - Biodiesel Blends:</b> CARB would develop regulations to require the use of 1 to 4 percent biodiesel displacement of California diesel fuel.</p>	<p>Once the regulations are adopted by CARB for alternative fuels, the City would be required to comply with the regulations. It is anticipated this would be reflected in the City's annual Climate Action Plan. The City is currently constructing an ethanol fuel station expected to be completed by summer 2008.</p>
<p><b>CCAT Standard</b>  <b>Alternative Fuels - Ethanol:</b> Increased use of ethanol fuel.</p>	
<p><b>Solid Waste and Energy Emissions</b></p>	
<p><b>CCAT Standard</b>  <b>Zero Waste - High Recycling:</b> Additional recycling beyond the State's 50 percent recycling goal.</p> <p>1) Design locations for separate waste and recycling receptacles. 2) Utilize recycled components in the building design.</p>	<p>City Code 17.72.030 establishes recycling requirements for all new uses developed in the City. In addition, in March 2007, the Sacramento Regional Solid Waste Authority adopted Ordinance #17 which requires all businesses and all non-residential properties that subscribe to garbage service of four (4) cubic yards or greater per week to have a recycling program.</p>
<p><b>CCAT Standard</b>  <b>Enteric Fermentation:</b> Cattle emit methane from digestion processes. Changes in diet could result in a reduction in emissions.</p>	<p>Not applicable to this project.</p>

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<b>California Climate Change Greenhouse Gas Emissions Reduction Strategies</b>	<b>2030 General Plan Policies/Existing City Ordinances</b>
<p><b>CCAT Standard</b>  <b>Landfill Methane Capture:</b> Install direct gas use or electricity projects at landfills to capture and use emitted methane.</p>	<p>The City currently has a program that captures methane at the city's former landfill. The captured methane is provided to Blue Diamond Almond factory.</p>
<p><b>CCAT Standard</b>  <b>Manure Management:</b> The proposed San Joaquin Valley Rule 4570 will reduce volatile organic compounds from confined animal facilities through implementation of control options.</p> <p>In projects that address confined animal facilities, project design as recommended in proposed Rule 4570 would reduce GHG emissions.</p>	<p>Not applicable to this project.</p>
<p><b>CCAT Standard</b>  <b>Water Use Efficiency:</b> Approximately 19 percent of all electricity, 30 percent of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute and use water and wastewater. Increasing the efficiency of water transport and reducing water use would reduce greenhouse gas emissions.</p> <p>Use both potable and non-potable water to the maximum extent practicable; low flow appliances (i.e., toilets, dishwashers, shower heads, washing machines, etc.); automatic shut off valves for sinks in restrooms; drought resistant landscaping; Place "Save Water" signs near water faucets.</p>	<p>City Code 15.76.030 requires that all shower fixtures be fitted with low-flow features.</p> <p>City Code 15.92.080 establishes maximum water usage for landscaping, limits the use of turf, and requires the use of climate-adapted landscaping. However, this ordinance is not required for single-family development unless it is part of a Planned Unit Development.</p> <p>The 2030 General Plan also includes water conservation policies (see Table 8-7).</p>
<p><b>CCAT Standard</b>  <b>Green Buildings Initiative:</b> Green Building Executive Order, S-20-04 (CA 2004), sets a goal of reducing energy use in public and private buildings by 20 percent by the year 2015, as compared with 2003 levels.</p>	<p>The 2030 General Plan includes a number of policies aimed at reducing energy in public and private buildings. See also Appendix K for a list of all the policies. 8.1.5 LEED Standard for City-Owned Buildings 6.1.1 Peak electric Load Reduction of City Facilities, 6.1.3 Energy Efficiency of City Facilities, 6.1.4 Energy Consumption Per Capita, 6.1.6 Renewable Energy, 6.1.7 Solar Access, 6.1.8 Other Energy Generation Systems, 6.1.10 Energy Rebate Programs, 6.1.11 Energy Efficiency Improvements, 6.1.12 Energy Efficiency Audits, 6.1.13 Energy Efficient Incentives,</p> <p>Policy 6.1.3 requires that by 2030, the City shall improve energy efficiency of city facilities on a unit basis to consume 25 percent less energy compared to the baseline year of 2005.</p>

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<b>California Climate Change Greenhouse Gas Emissions Reduction Strategies</b>	<b>2030 General Plan Policies/Existing City Ordinances</b>
<p><b>CCAT Standard</b>  <b>California Solar Initiative:</b> Installation of 1 million solar roofs or an equivalent 3,000 MW by 2017 on homes and businesses; increased use of solar thermal systems to offset the increasing demand for natural gas; use of advanced metering in solar applications; and creation of a funding source that can provide rebates over 10 years through a declining incentive schedule.<sup>1</sup></p> <p>A project could increase its energy efficiency percent beyond Title 24 requirements. In addition, the project could implement other green building design measures (i.e., natural daylighting and on-site renewable, electricity generation).</p>	<p>The City does not include any specific requirements for solar roofs, but Policy, 6.1.6 states that the City shall encourage the installation and construction of renewable energy systems and facilities such as wind, solar, hydropower, geothermal, and biomass facilities. In March 2008 the City was awarded a Department of Energy Solar America Cities Grant.</p>
<p><b>CCAT Standard</b>  <b>Building Energy Efficiency Standards in Place and in Progress:</b> Public Resources Code 25402 authorizes the CEC to adopt and periodically update its building energy efficiency standards (that apply to newly constructed buildings and additions to and alterations to existing buildings).</p> <p>Projects required to achieve a greater reduction in combined space heating, cooling and water heating energy compared to the current Title 24 Standards.</p>	<p>The 2030 General Plan includes an emphasis on energy conservation and includes goals for public buildings and programs to encourage private development to also be energy efficient (see policies listed above).</p>
<p><b>CCAT Standard</b>  <b>Appliance Energy Efficiency Standards in Place and in Progress:</b> Public Resources Code 25402 authorizes the Energy Commission to adopt and periodically update its appliance energy efficiency standards (that apply to devices and equipment using energy that are sold or offered for sale in California).</p>	<p>A state requirement not applicable to this project; however, this measure applies to all devices and equipment using energy that are sold or offered for sale in California.</p>
<p><b>CCAT Standard</b>  <b>Hydrofluorocarbon Reduction:</b> 1) Ban retail sale of HFC in small cans; 2) Require that only low GWP refrigerants be used in new vehicular systems; 3) Adopt specifications for new commercial refrigeration; 4) Add refrigerant leaktightness to the pass criteria for vehicular Inspection and Maintenance programs; 5) Enforce federal ban on releasing HFCs.</p>	<p>This measure applies to consumer products.</p> <p>When CARB adopts regulations for these reduction measures, any products that the regulations apply to will comply with the measures.</p>

<sup>1</sup> Effective in January 2007, approved solar systems will receive incentive funds based on system performance above building standards. This program will result in 400 MW of new, emissions-free generating capacity.

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<p><b>CCAT Standard</b>  <b>Transportation Refrigeration Units (TRU), Off-Road Electrification, Port Electrification:</b> Strategies to reduce emissions from TRUs, increase off-road electrification, and increase use of shore-side/port electrification.</p> <p>If TRUs access the site, implement measures to reduce emissions; install electrification in applicable projects (i.e., truck stops, warehouses, etc.)</p>	<p>The 2030 General Plan does not include this level of detail. However, all future projects are required to comply with current strategies to reduce emissions.</p>
<p><b>CCAT Standard</b>  <b>Cement Manufacturing:</b> Cost-effective reductions to reduce energy consumption and to lower carbon dioxide emissions in the cement industry.</p>	<p>The 2030 General Plan does not include this level of detail. However, all future projects are required to comply with current strategies to reduce emissions.</p>
<p><b>Land Use Measures, Smart Growth Strategies, and Carbon Offsets</b></p>	
<p><b>CCAT Standard</b>  <b>Urban Forestry:</b> A new statewide goal of planting 5 million trees in urban areas by 2020 would be achieved through the expansion of local urban forestry programs.</p> <p>Trees near structures shall be planted to act as insulators from weather, thereby decreasing energy requirements. Trees also store carbon.</p>	<p>The 2030 General Plan includes Urban Forest policies to protect and enhance the city's existing trees. The City currently has policies and a 50% shade requirement for surface parking lots.</p>
<p><b>CCAT Standard</b>  <b>Afforestation/Reforestation Projects:</b> Reforestation projects focus on restoring native tree cover on lands which were previously forested and are now covered with other vegetative types.</p> <p>Residential development on the project site shall be clustered to preserve forest/woodland resources; increase density; and preserve and restore open space.</p>	<p>The 2030 General Plan is in urban area and does not contain any forested areas that are not already protected. However, the City does include specific landscaping requirements for new development projects to ensure new trees are planted.</p>
<p><b>CCAT Standard</b>  <b>Smart Land Use and Intelligent Transportation Systems (ITS):</b> Smart land use strategies encourage jobs/housing proximity, promote transit-oriented development, and encourage high-density residential/commercial development along transit corridors. ITS is the application of advanced technology systems and management strategies to improve operational efficiency of transportation systems and movement of people, goods and services.</p> <p>Governor Schwarzenegger is finalizing a comprehensive 10-year strategic growth plan with the intent of developing ways to promote, through state investments, incentives and technical assistance, land use, and technology strategies that provide for a prosperous economy, social equity, and a quality environment.</p>	<p>The 2030 General Plan is an infill plan focusing on redeveloping existing areas or developing underutilized parcels of land. There are a number of policies aimed at smart growth land use strategies. See Table 8-7 for a list of all the applicable policies. See also Appendix K.</p>
<p>Source: PBS&amp;J, 2008.</p>	

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## Proposed General Plan Policies

The following policies and implementation programs from the proposed 2030 General Plan are relevant to Climate Change within the entire Policy Area.

### Land Use and Urban Design Element

#### **Growth and Change (LU 1)**

- LU 1.1.1 **Compact Development.** The City shall be the regional leader in sustainable development and encourage compact, higher-density development that conserves land resources, protects habitat, supports transit, reduces vehicle trips, improves air quality, conserves energy and water, and diversifies Sacramento's housing stock. (RDR)
- LU 1.1.4 **Leading Infill Growth.** The City shall facilitate infill development through active leadership and the strategic provision of infrastructure and services and supporting land uses. (MPSP)
- LU 1.1.5 **Infill Development.** The City shall promote and provide incentives (e.g., focused infill planning, zoning/rezoning, revised regulations, provision of infrastructure) for infill development, redevelopment, mining reuse, and growth in existing urbanized areas to enhance community character, optimize City investments in infrastructure and community facilities, support increased transit use, promote pedestrian- and bicycle-friendly neighborhoods, increase housing diversity, ensure integrity of historic districts, and enhance retail viability. (RDR/MPSP)
- LU 1.1.9 **Balancing Infill and New Growth.** The City shall maintain a balanced growth management approach by encouraging infill development within the existing Policy Area where City services are in place, and by phasing city expansion into Special Study Areas where appropriate. (MPSP/RDR)

#### **Citywide Land Use and Urban Design (LU 2)**

- Goal LU 2.1 City of Neighborhoods. Maintain a city of diverse, distinct, and well-structured neighborhoods that meet the community's needs for complete, sustainable, and high-quality living environments, from the historic downtown core to well-integrated new growth areas.**
- LU 2.1.2 **Protect Established Neighborhoods.** The City shall preserve, protect, and enhance established neighborhoods by providing sensitive transitions between these neighborhoods and adjoining areas, and requiring new development, both private and public, to respect and respond to those existing physical characteristics—buildings, streetscapes, open spaces, and urban form—that contribute to the overall character and livability of the neighborhood. (RDR)

LU 2.1.3 **Complete and Well-structured Neighborhoods.** The City shall promote the design of complete and well-structured neighborhoods whose physical layout and land use mix promote walking to services, biking and transit use; foster community pride; enhance neighborhood identity; ensure public safety; are family-friendly and address the needs of all ages and abilities. (RDR)

LU 2.1.4 **Neighborhood Centers.** The City shall promote the development of strategically-located (e.g., accessible to surrounding neighborhoods) mixed-use neighborhood centers that accommodate local-serving commercial, employment, and entertainment uses; provide diverse housing opportunities; are within walking distance of surrounding residents, and are efficiently served by transit. (RDR)

LU 2.1.5 **Neighborhood Enhancement.** The City shall promote infill development, redevelopment, rehabilitation, and reuse efforts that contribute positively (e.g., architectural design) to existing neighborhoods and surrounding areas. (RDR)

**Goal LU 2.3 City of Trees and Open Spaces. Maintain multi-functional “green infrastructure” consisting of natural areas, open space, urban forest, and parkland, which serves as a defining physical feature of Sacramento, provides visitors and residents with access to open space and recreation, and is designed for environmental sustainability.**

LU 2.3.1 **Multi-functional Green Infrastructure.** The City shall strive to create a comprehensive and integrated system of parks, open space, and urban forests that frames and complements the city’s urban areas. (MPSP)

LU 2.4.2 **Responsiveness to Context.** The City shall promote building design that respects and responds to the local context, including use of local materials where feasible, responsiveness to Sacramento’s climate, and consideration of cultural and historic context of Sacramento’s neighborhoods and centers. (RDR)

**Goal LU 2.5 City Connected and Accessible. Promote the development of an urban pattern of well-connected, integrated, and accessible neighborhoods, corridors, and centers.**

LU 2.5.1 **Connected Neighborhoods Corridors, and Centers.** The City shall require that new development, both infill and greenfield, maximizes connections and minimizes barriers between neighborhoods corridors, and centers within the city. (RDR)

LU 2.5.2 **Overcoming Barriers to Accessibility.** The City shall strive to remove and minimize the effect of natural and manmade barriers to accessibility between and within existing neighborhoods corridors, and centers. (MPSP/RDR)

**Goal LU 2.6 City Sustained and Renewed. Promote sustainable development and land use practices in both new development and redevelopment that provide for the transformation of Sacramento into a sustainable urban city while preserving choices (e.g., where to live, work, and recreate) for future generations.**

LU 2.6.1 **Sustainable Development Patterns.** The City shall promote compact development patterns and higher-development intensities that use land efficiently, reduce pollution and the expenditure of energy and other resources, and facilitate walking, bicycling, and transit use. (RDR)

LU 2.6.2 **Redevelopment and Revitalization Strategies.** The City shall employ a range of strategies to promote revitalization of distressed, under-utilized, and/or transitioning areas, including:

- Targeted public investments;

- Development incentives;
- Redevelopment assistance;
- Public-private partnerships;
- Revised development regulations and entitlement procedures; and
- Implementation of City or SHRA sponsored studies and master plans.  
(MPSP/RDR/FB/JP)

- LU 2.6.3 **Sustainable Building Practices.** The City shall promote sustainable building practices that incorporate a “whole system” approach to designing and constructing buildings that consume less energy, water and other resources, facilitate natural ventilation, use daylight effectively, and are healthy, safe, comfortable, and durable. (RDR)
- LU 2.6.4 **Existing Structure Reuse.** The City shall encourage the retention of existing structures and promote their adaptive reuse and renovation with green building technologies to retain the structures embodied energy, make it more energy efficient, and limit the generation of waste. (RDR)
- LU 2.6.5 **Green Building Retrofit.** The City shall promote the retrofitting of existing structures with green building technologies/practices and encourage structures under renovation to be built to a green building standard such as LEED (Leadership in Energy and Environmental Design).(RDR)
- LU 2.6.6 **Heat Island Effect.** The City shall seek to reduce the “heat island effect” by promoting such features as reflective roofing, green roofs, light colored pavement, and urban shade trees and reducing the un-shaded extent of parking lots. (RDR)
- LU 2.7.6 **Walkable Blocks.** The City shall require new development and redevelopment projects to create walkable, pedestrian-scaled blocks, publicly-accessible mid-block pedestrian routes where appropriate, and sidewalks appropriately-scaled for the anticipated pedestrian use. (RDR)
- LU 2.7.7 **Buildings that Engage the Street.** The City shall require buildings to be oriented to and actively engage and complete the public realm through such features as building orientation, build-to and setback lines, façade articulation, ground-floor transparency, and location of parking. (RDR)
- LU 2.8.1 **Equitable Distribution of Uses and Amenities.** The City shall strive to ensure that that desirable uses and neighborhood amenities are distributed equitably throughout the city and strive to remove undesirable uses from existing neighborhoods. (RDR/MSPS)
- LU 2.8.5 **Jobs Housing Balance.** The City shall encourage a balance between job type, the workforce, and housing development to reduce the negative impacts of long commutes and provide a range of employment opportunities for all city residents. (RDR/MPSP)

#### **Neighborhoods (LU 4)**

**Goal LU 4.1 Neighborhoods. Promote the development and preservation of neighborhoods that provide a variety of housing types, densities, and designs and a mix of uses and services that address the diverse needs of Sacramento residents of all ages, socio-economic groups, and abilities.**

- LU 4.1.1 **Mixed-use Neighborhoods.** The City shall promote neighborhood design that incorporates a compatible and complementary mix of residential and non-residential

(e.g., retail, parks, schools) uses that address the basic daily needs of residents and employees. (RDR)

LU 4.1.2 **Neighborhood Amenities.** The City shall encourage appropriately-scaled community-supportive facilities and services within all neighborhoods to enhance neighborhood identity and provide convenient access within walking and biking distance of city residents. (RDR/MPSP)

LU 4.1.3 **Walkable Neighborhoods.** The City shall encourage the design and development of neighborhoods that makes them more pedestrian-friendly including features such as short blocks; broad and well-appointed sidewalks (e.g., lighting, landscaping, adequate width); tree-shaded streets; buildings that define and are oriented to adjacent streets and public spaces; limited driveway curb cuts; paseos and pedestrian lanes; alleys, traffic-calming features; and convenient pedestrian street crossings. (RDR/MPSP)

LU 4.1.5 **Connecting Key Destinations.** The City shall promote better connections between residential neighborhoods and key commercial, cultural, recreational, and other community-supportive destinations for all travel modes. (RDR/MPSP)

LU 4.1.8 **Neighborhood Street Trees.** The City shall encourage the strategic selection of street tree species to enhance neighborhood character and identity and preserve the health and diversity of the urban forest. (RDR/MPSP)

**Goal LU 4.2 Suburban Neighborhoods. Encourage the creation of more complete and well-designed suburban neighborhoods that provide a variety of housing choices and mix of uses that encourage walking and biking.**

LU 4.2.1 **Enhanced Walking and Biking.** The City shall pursue opportunities to promote walking and biking in existing suburban neighborhoods through improvements such as:

- Introducing new pedestrian and bicycle connections;
- Adding bike lanes and designating and signing bike routes;
- Narrowing streets where they are overly wide;
- Introducing planting strips and street trees between the curb and sidewalk; and
- Introducing traffic circles, speed humps, traffic tables, and other appropriate traffic calming improvements.

(RDR/MPSP)

LU 4.2.2 **Enhanced Urban Forest.** The City shall pursue opportunities to enhance the urban forest in existing suburban neighborhoods by undertaking neighborhood street tree planting programs that introduce more trees into the public right-of-way, rather than depending on trees in private yards. Potential strategies include:

- Introducing new planting strips and street trees between the curb and sidewalk;
- Creating tree wells in existing sidewalks;
- Adding trees in new curb extensions and traffic circles; and
- Adding trees to public parks and greenways.

(MPSP/SO)

LU 4.2.3 **Suburban Infill and Secondary Units.** The City shall continue to support efforts to provide more varied housing opportunities in existing suburban neighborhoods through infill and intensification on existing available sites, and by allowing secondary units on single family lots (Second Unit Ordinance), and implementing deep lot provisions that allow for additional development on excessively large lots. (RDR)

**Goal LU 4.4 Urban Neighborhoods. Promote vibrant, high-density, mixed-use urban neighborhoods with convenient access to employment, shopping, entertainment, civic uses (e.g., school, park, place of assembly, library, or community center), and community-supportive facilities and services.**

LU 4.4.6 **Mix of Uses.** The City shall encourage the vertical and horizontal integration of a complementary mix of commercial, service and other non-residential uses that address the needs of families and other household types living in urban neighborhoods. Such uses may include daycare and school facilities, retail and services, and parks, plazas, and open spaces. (RDR)

**Goal LU 4.5 New Neighborhoods. Ensure that complete new neighborhoods embody the city's principles of Smart Growth and Sustainability.**

LU 4.5.2 **Compact Neighborhoods.** The City shall encourage developers to create new residential neighborhoods that are pedestrian and bicycle friendly, are accessible by transit, and make efficient use of land and infrastructure by being compact with higher average densities. (RDR)

LU 4.5.3 **Green Neighborhoods.** The City shall encourage new development to build to a green neighborhood rating standard and apply for certification in a green neighborhood system such as LEED-ND (Leadership in Energy and Environmental Design-Neighborhood Development). (RDR)

LU 4.5.4 **New Neighborhood Core.** The City shall require all parts of new neighborhoods be within ½-mile of a central gathering place that is located on a collector or minor arterial and that includes public space, shopping areas, access to transit, and community-supportive facilities and services. (RDR)

LU 4.5.5 **Traditional Grid.** The City shall require all new neighborhoods to be designed with traditional grid block sizes ranging from 300 to 400 feet in length. (RDR)

LU 4.5.6 **Connections to Transit.** The City shall require new neighborhoods to include transit stops that connect to and support a citywide transit system and are within a ½ mile walking distance of all dwellings. (RDR/MPSP)

#### **Centers (LU 5)**

**Goal LU 5.1 Centers. Promote the development throughout the city of distinct, well-designed mixed-use centers that are efficiently served by transit, provide higher-density, urban housing opportunities and serve as centers of civic, cultural, and economic life for Sacramento's neighborhoods and the region.**

LU 5.1.1 **Diverse Centers.** The City shall encourage development of local, citywide, and regional mixed-use centers that address different community needs and market sectors, and complement and are well integrated with the surrounding neighborhoods. (RDR)

LU 5.1.2 **Centers Served By Transit.** The City shall promote the development and revitalization of commercial mixed-use centers that are located on existing or planned transit lines in order to facilitate and take advantage of transit service, reduce vehicle trips, and enhance community access. (RDR)

LU 5.1.5 **Vertical and Horizontal Mixed-use.** The City shall encourage the vertical and horizontal integration of uses within commercial centers and mixed-use centers, particularly residential and office uses over ground floor retail, in order to promote ground floor uses that engage the public and contribute to a more active and vibrant public realm. (RDR)

**Goal LU 5.2 Suburban Centers. Promote more attractive, pedestrian-friendly suburban centers that serve surrounding neighborhoods and businesses as local gathering places where people shop and socialize.**

LU 5.2.1 **Suburban Centers and Destinations.** The City shall provide incentives (e.g., rezoning, density bonuses, or housing by right) to transform existing auto-dominated suburban centers into neighborhood destinations by integrating residential, office, service, and community-supportive facilities and services with retail uses and by adding public plazas and pedestrian amenities that will create people-oriented centers for living, working, and gathering. (RDR)

LU 5.2.2 **Enhanced Design Character.** The City shall encourage renovation, infill, and redevelopment of existing suburban centers that reduces the visual prominence of parking lots, makes the centers more pedestrian friendly, reduces visual clutter associated with signage, and enhances the definition and character of the street frontage and associated streetscape. (RDR/JP)

LU 5.2.3 **Public Space.** The City shall work with suburban centers to integrate pedestrian amenities, traffic-calming features, plazas and public areas, attractive streetscapes, shade trees, lighting, and open spaces within the existing center to create destinations for area residents to shop and gather. (RDR/JP)

**Goal LU 5.3 Traditional Centers. Promote traditional centers where people can shop and socialize within walking distance of surrounding neighborhoods.**

LU 5.3.1 **Development Standards.** The City shall continue to support development and operation of centers in traditional neighborhoods by providing flexibility in development standards, consistent with public health and safety, in response to constraints inherent in retrofitting older structures and in creating infill development in established neighborhoods. (RDR)

**Goal LU 5.4 Regional Commercial Centers. Establish major mixed-use activity centers through development and reinvestment in existing regional commercial centers that are vibrant, regionally accessible destinations where people live, work, shop, and congregate in a mix of retail, employment, entertainment, and residential uses.**

LU 5.4.1 **Incorporating Housing and Employment Uses.** The City shall promote the introduction of housing and employment uses in the city's existing regional commercial centers as a means of enhancing retail viability, establishing pedestrian-oriented shopping districts, creating more attractive buildings and public spaces, supporting transit viability, and reducing vehicle trips. (RDR)

LU 5.4.2 **Enhanced Design Character.** The City shall encourage redevelopment of existing regional commercial centers into dynamic mixed-use centers by replacing surface parking with structured parking, replacing parking area drive aisles with pedestrian-friendly shopping streets, infilling parking areas with multi-story mixed-use buildings, and creating attractive, well-appointed streetscapes and plazas. (RDR)

LU 5.4.3 **Neighborhood Centers and Destinations.** The City shall encourage greater pedestrian and bicycle connections between mixed-use regional commercial centers and surrounding neighborhoods. (RDR/MPSP)

**Goal 5.5 Urban Centers. Promote development of high-density urban centers that are readily accessible by transit and contain a dynamic mix of retail, employment, cultural, and residential uses.**

- LU 5.5.2 **Transit-oriented Development.** The City shall actively support and encourage mixed-use retail, employment, and residential development around existing and future transit stations (RDR)

### **Corridors (LU 6)**

- LU 6.1.1 **Mixed-use Corridors.** The City shall create or improve mixed-use corridors by requiring compact development patterns that are oriented to and frame the street, establish a safe and comfortable environment for walking, and avoid encroachment upon adjacent residential areas. (RDR)
- LU 6.1.2 **Transformed Corridors.** The City shall promote the transformation of major thoroughfares dominated by auto-oriented strip commercial uses to include a broader mix of uses, both horizontal and vertical, that provides opportunities for medium- and higher- density housing, while also addressing local and citywide demand for retail and services. (RDR)
- LU 6.1.3 **Redeveloping Automobile-oriented Corridors.** The City shall promote redevelopment of existing automobile-oriented corridors and the upgrading of existing commercial development to create vibrant, mixed-use boulevards that balance efficient movement of motor vehicles with the creation of attractive pedestrian-friendly districts that serve the adjoining neighborhoods as well as passing motorists. (RDR)
- LU 6.1.5 **Corridor Uses.** The City shall encourage residential, mixed-use, retail, service commercial, and other pedestrian-oriented development along mixed-use corridors to orient to the front of properties with entries and stoops fronting the street. (RDR)
- LU 6.1.7 **Conversion to Residential.** The City shall support proposals to convert non-residential properties along mixed-use corridors, between major intersections, to residential or mixed-use residential uses. (RDR)
- LU 6.1.8 **Sidewalks and Pedestrian Amenities.** The City shall require that sidewalks along mixed-use corridors are wide enough to accommodate significant pedestrian traffic and the integration of public amenities and landscaping. (RDR)
- LU 6.1.10 **Corridor Transit.** The City shall encourage design and development along mixed-use corridors that promotes the use of public transit and pedestrian and bicycle travel and maximizes personal safety through development features such as:
- Safe and convenient access for pedestrians between buildings and transit stops, parking areas, and other buildings and facilities; and
  - Roads designed for automobile use, efficient transit service as well as pedestrian and bicycle travel.
- (RDR/MPSP)
- LU 6.1.11 **Enhanced Pedestrian Environment.** The City shall promote the transformation of existing automobile-dominated corridors into boulevards that are attractive, comfortable, and safe for pedestrians by incorporating:
- Wider sidewalks;
  - On-street parking between sidewalk and travel lanes;
  - Fewer curb cuts and driveways;
  - Enhanced pedestrian street crossings;
  - Building entrances oriented to the street;
  - Transparent ground floor frontages;

- Street trees;
- Streetscape furnishings; and
- Pedestrian-scaled lighting and signage.

(RDR/MPSP)

LU 6.1.12 **Visual and Physical Character.** The City shall promote development patterns and streetscape improvements that transform the visual and physical character of typical automobile-oriented corridors by:

- Enhancing the definition of the corridor by locating buildings at the back of the sidewalk, and establishing a consistent street wall;
- Introducing taller buildings that are in scale with the wide, multi-lane street corridors;
- Locating off-street parking behind or between buildings (rather than between building and street);
- Reducing visual clutter by regulating the number, size and design quality of signs;
- Removing utility poles and under-grounding overhead wires; and
- Adding street trees.

(RDR/MPSP)

#### **Employment (LU 7)**

**Goal LU 7.1 Employment Centers. Encourage employee-intensive uses throughout the city in order to strengthen Sacramento’s role as a regional and West Coast employment center and to encourage transit ridership and distribute peak hour commute directions.**

LU 7.1.2 **Housing in Employment Centers.** The City shall promote compatible integration of housing in existing and proposed employment centers to help meet housing needs and reduce vehicle trips and commute times, where such development will not compromise the City’s ability to attract and maintain employment-generating uses.

(RDR)

LU 7.1.3 **Accessory Support Uses.** The City shall require new employment centers and industrial development to incorporate such accessory uses as public open space amenities, transit amenities, child care facilities, and non-office retail uses based on the size and location of the development and the availability and capacity of existing accessory uses. (RDR)

LU 7.1.4 **Urban Design.** The City shall require that new and renovated employment center development is designed to accommodate safe and convenient walking, biking, and transit use, and provide an attractive, high-quality “campus environment,” characterized by the following:

- A highly inter-connected system of streets and walkable blocks;
- Buildings sited around common plazas, courtyards, walkways, and open spaces;
- Extensive on-site landscaping that emphasizes special, features such as entryways, and screens parking lots and service areas;
- A coordinated and well-designed signage program for tenant identification and way finding;
- Attractive streetscapes and lighting to promote pedestrian activity;

- Clearly-marked entrance drives, pedestrian routes, and building entries that minimize potential conflict between service vehicles, private automobiles, and pedestrians; and
- Facilities and services such as child care, cafes, and convenience retail that address employee needs.

(RDR)

#### **Public/Quasi-Public and Special Uses (LU 8)**

LU 8.1.5 **LEED Standard for City-Owned Buildings.** The City shall ensure that all new or renovated City-owned buildings are energy efficient and meet, at a minimum, LEED (Leadership in Energy and Environmental Design) Silver or the equivalent standard. (RDR/SO)

LU 8.2.7 **Farmers/Public Markets.** The City shall continue to support existing farmers markets, public markets, and similar activities and encourage the development of additional markets throughout the city to provide residents with access to fresh, local produce and convenient shopping. (RDR)

#### **Open Space, Parks, and Recreation (LU 9)**

LU 9.1.1 **Open Space Preservation.** The City shall limit, to the extent feasible, the wasteful and inefficient conversion of open space to urban uses and place a high priority on acquiring and preserving open space lands for recreation, habitat protection and enhancement, flood hazard management, public safety, water and agricultural resources protection, and overall community benefit. (RDR/MPSP)

LU 9.1.4 **Open Space Buffers.** The City shall use traditional, developed parks and employ innovative uses of open space to “soften” the edges between urban areas and the natural environment. (RDR/MPSP)

#### **Special Study Areas and Planned Development (LU 10)**

LU 10.1.3 **Regional and Community Benefits.** The City shall require that key regional and community benefits are achieved as the result of annexations and development approvals in any Special Study Area or Planned Development Area, consistent with the goals and policies outlined in this Plan. Examples include, but are not limited to, the following:

- A mix of land uses that results in a full range of jobs, housing, amenities, services, and open space, resulting in complete neighborhoods and dynamic centers that have strong linkages with the city and region;
- Transportation systems, including transit and roadways that are substantially improved and expanded, in a manner that provides enhanced mobility for all sectors of the community and benefits regional air quality;
- Sustainable infrastructure and community facilities, where adequate land is provided for such facilities, and construction and on-going maintenance are funded by proposed development;
- Conservation of open space, including important agricultural lands, sensitive habitat areas and wildlife corridors, and other undeveloped areas that serve as buffers or “greenbelts” for public use; and
- Net fiscal benefits are achieved by both the City and County, with minimal impacts to special districts.

(MPSP/RDR)

## **Historic and Cultural Resources Element**

### **Identification and Preservation (HCR 2)**

HCR 2.1.13 **Adaptive Reuse.** The City shall encourage the adaptive reuse of historic resources when the original use of the resource is no longer feasible. (RDR/SO)

## **Economic Development Element**

### **Business Climate (ED 1)**

ED 1.1.7 **Sustainable Businesses.** The City shall attract and retain long-term, economically sustainable businesses. (JP)

### **Place (ED 3)**

ED 3.1.1 **Land Supply Inventory.** The City shall maintain an adequate land supply to meet projected employment and retail land demand, including sites that are “shovel ready.” (MPSP/SO)

ED 3.1.7 **Infrastructure and Public Facilities.** The City shall continue to identify, construct, and maintain infrastructure systems and facilities required to promote and sustain a positive economic climate. (MPSP/SO)

ED 3.1.8 **Infrastructure Investments.** The City shall anticipate needs and coordinate city infrastructure investments with economic development opportunities. (MPSP/FB/SO)

## **Mobility Element**

### **Circulation System (M 1)**

M 1.1.2 **Travel System.** The City shall manage the travel system to ensure safe operating conditions. (SO)

**Goal M 1.2 Multimodal System. Provide expanded transportation choices to improve the ability to travel efficiently and safely to destinations throughout the city and region.**

M 1.2.1 **Multimodal Choices.** The City shall promote development of an integrated, multi-modal transportation system that offers attractive choices among modes including pedestrianways, public transportation, roadways, bikeways, rail, waterways, and aviation. (MPSP/SO)

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. Level of Service Standard for Multi-Modal Districts – The City shall seek to maintain the following standards in multi-modal districts including the Central Business District, areas within ½ mile walking distance of light rail stations, and mixed use-corridors as designated by the City. These areas are characterized by frequent transit service, enhanced pedestrian and bicycle systems, a mix of uses, and higher-density development.

- Maintain operations on all roadways and intersections at Level of Service E or better at all times, including peak travel times, unless maintaining this LOS would, in the City’s judgment, be infeasible and/or conflict with the achievement of other goals. Congestion in excess of Level of Service E may

be acceptable, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation as part of a development project or a City-initiated project.

b. 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 D or better at all times, including peak travel times, unless maintaining this Level of service would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. Congestion in excess of Level of Service D may be 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. (RDR)

M 1.2.3 **Multimodal Access.** The City shall promote the provision of multimodal access to activity centers such as commercial centers and corridors, employment centers, airports, schools, parks, recreation areas, and tourist attractions. (MPSP/SO)

**Goal M 1.3 Barrier Removal. Improve system connectivity by removing barriers to travel.**

M 1.3.1 **Grid Network.** The City shall require all new residential, commercial, or mixed-use development that proposes or is required to construct or extend street(s) to develop a transportation network that provides for a well-connected, walkable community, preferably as a grid or modified grid. (RDR)

M 1.3.2 **Private Complete Streets.** The City shall require large private developments (e.g., office parks, apartment complexes, retail centers) to provide internal complete streets that connect to the existing roadway system. (RDR)

M 1.3.3 **Eliminate Gaps.** The City shall eliminate "gaps" in roadways, bikeways, and pedestrian networks.

- a. The City shall construct new multi-modal crossings of the Sacramento and American Rivers.
- b. The City shall plan and seek funding to construct grade-separated crossings of freeways and rail lines to improve connectivity.
- c. The City shall construct new bikeways and pedestrianways in existing neighborhoods to improve connectivity. (MPSP/SO)

M 1.3.4 **Connections to Transit Stations.** The City shall provide connections to transit stations by identifying roadway, bikeway, and pedestrianway improvements to be constructed within ½ mile of major transit stations. (MPSP/SO)

**Goal M 1.4 Transportation Demand Management. Decrease the dependence on single-occupant use of motor vehicles through Transportation Demand Management.**

M 1.4.1 **Increase Vehicle Occupancy.** The City shall work with a broad range of agencies (e.g., SACOG, SMAQMD, Caltrans) to encourage and support programs that increase vehicle occupancy including the provision of traveler information, shuttles, preferential parking for carpools/vanpools, transit pass subsidies, and other methods. (MPSP/PI)

M 1.4.2 **Commute Trip Reduction.** The City shall encourage employers to provide transit subsidies, bicycle facilities, alternative work schedules, ridesharing, telecommuting and work-at-home programs, employee education, and preferential parking for carpools/vanpools. (JP/PI)

M 1.4.3 **Transportation Management Associations.** The City shall encourage commercial, retail, and residential developments to participate in or create Transportation Management Associations. (JP/PI)

**Goal M 1.5 Emerging Technologies and Services. Use emerging transportation technologies and services to increase transportation system efficiency.**

M 1.5.1 **Facilities for Emerging Technologies.** The City shall assist in the provision of support facilities such as alternative fueling stations (e.g., electric and hydrogen) for emerging technologies. (RDR/JP)

M 1.5.2 **Use of Public Right-of-Way.** The City shall provide for the use of public right-of-way, including parking facilities at major transit stations and employment centers, for support facilities such as alternative fueling stations (e.g., electric and hydrogen) in urban centers and other areas where appropriate. (RDR/SO)

M 1.5.3 **Public-Private Transportation Partnerships.** The City shall provide incentives for and cooperate with public-private transportation partnerships (such as car sharing companies) to establish pilot programs within the Central City, urban centers, employment centers, and other appropriate areas, to reduce single-occupant vehicle use. (IGC/JP)

M 1.5.4 **High Emission Vehicle Buy-back.** The City shall support the efforts of the Sacramento Air Quality Management District and other agencies and organizations that have buy-back programs for high emissions vehicles. (IGC/JP)

M 1.5.5 **Neighborhood Electric Vehicles.** The City shall encourage developments and street systems that support the use of Neighborhood Electric Vehicles (NEV). (RDR/JP)

## **Walkable Communities (M 2)**

**Goal M 2.1 Integrated Pedestrian System. Design a universally accessible, safe, convenient, and integrated pedestrian system that promotes walking.**

M 2.1.1 **Pedestrian Master Plan.** The City shall maintain and implement a Pedestrian Master Plan that defines the location of pedestrian-oriented streets and pathways; standards for sidewalk width, improvements, amenities, and street crossings; the schedule for public improvements; and developer responsibilities. (MPSP)

M 2.1.2 **Sidewalk Design.** The City shall require that sidewalks in districts intended to support active pedestrian use be developed at sufficient width to accommodate pedestrians including the disabled; a buffer separating pedestrians from the street and curbside parking; amenities; and allow for outdoor uses such as cafes. (MPSP)

M 2.1.3 **Streetscape Design.** The City shall require pedestrian-oriented streets shall be designed to provide a pleasant environment for walking including shade trees; plantings; well-designed benches, trash receptacles, news racks, and other furniture; pedestrian-scaled lighting fixtures; wayfinding signage; public art; and other amenities. (MPSP)

M 2.1.4 **Cohesive Network.** The City shall develop a cohesive pedestrian network of public sidewalks and street crossings that makes walking a convenient and safe way to travel. (MPSP)

M 2.1.5 **Continuous Network.** The City shall provide a continuous pedestrian network in existing and new neighborhoods that facilitates convenient pedestrian travel free of major impediments and obstacles. (MPSP)

- M 2.1.6 **Building Design.** The City shall ensure that new buildings are designed to encourage walking. (RDR)
- M 2.1.7 **Parking Facility Design.** The City shall ensure that new automobile parking facilities are designed to facilitate safe and convenient pedestrian access. (RDR)
- M 2.1.8 **Housing and Destination Connections.** The City shall require new subdivisions and large scale developments to include safe pedestrian walkways that provide direct links between streets and major destinations such as bus stops, schools, parks, and shopping centers. (RDR)
- M 2.1.9 **Pedestrian Awareness Education.** The City shall develop partnerships with local organizations to develop education materials and promote pedestrian awareness. (IGC/PI)
- M 2.1.10 **Safe Pedestrian Crossings.** The City shall improve pedestrian safety at intersections and mid-block locations by providing safe, well-marked pedestrian crossings. (SO)
- M 2.1.11 **Speed Management Policies.** The City shall develop and implement speed management policies that support driving speeds on all city streets that are safe for pedestrians. (RDR/PS)
- M 2.1.12 **Safe Sidewalks.** The City shall develop safe and convenient pedestrianways that are universally-accessible, adequately illuminated, and properly designed to reduce conflicts between motor vehicles and pedestrians. (RDR)

**Public Transit (M 3)**

- M 3.1.1 **Transit for All.** The City shall support a well-designed transit system that will meet the transportation needs of Sacramento residents and visitors including seniors, the disabled, and transit-dependent persons. (IGC)
- M 3.1.2 **Maintain Services.** The City shall work with transit providers to maintain services within the city that are timely, cost-effective, and responsive to growth patterns and enhance transit where feasible. (IGC)
- M 3.1.3 **Variety of Transit Types.** The City shall consider a variety of transit types including high speed rail, inter-city rail, regional rail, light rail transit, bus rapid transit, trolleys (streetcars), enhanced buses, express buses, local buses, neighborhood shuttles, pedi-cabs, and jitneys to meet the needs of residents, workers and visitors. (MPSP)
- M 3.1.4 **Reduced Transit Fares.** The City shall work with Regional Transit to reduce fares within certain high density/intensity areas (e.g., Central Business District) of the city to facilitate increased transit ridership.
- M 3.1.5 **Unified Traveler Information System.** The City shall work with Regional Transit and SACOG to support local transit providers in developing and maintaining a unified traveler information system. (IGC/PI)
- M 3.1.6 **Safe System.** The City shall coordinate with Regional Transit to maintain a safe and rider-friendly environment near transit stations within the city. (IGC)
- M 3.1.7 **Transit Amenities.** The City shall work with transit providers to incorporate features such as traffic signal priority, queue jumps, exclusive transit lanes to improve transit operations. (MPSP/SO/IGC)
- M 3.1.8 **Light Rail and Bus Service.** The City shall support the enhancement and improvement of light rail and bus service. (IGC)

- M 3.1.9 **Demand-Responsive Service.** The City shall support the provision of demand-responsive service (e.g., paratransit) and other transportation services for those unable to use conventional transit. (IGC/JP)
- M 3.1.10 **New Facilities.** The City shall work with transit providers to identify alignments for light rail and bus route extensions and new station locations. (MPSP/IGC)
- M 3.1.11 **Right-of-Way Preservation.** The City shall assist Regional Transit in identifying and preserving rights-of-way suitable for light rail and bus rapid transit. (MPSP/IGC)
- M 3.1.12 **Direct Access to Stations.** The City shall ensure that projects located in the Central City and within ½ mile walking distance of existing and planned light rail stations provide direct pedestrian and bicycle access to the station area, to the extent feasible. (RDR)
- M 3.1.13 **Light Rail Extension to Airport and South Sacramento.** The City shall support the extension of light rail service to Sacramento International Airport and further extension in South Sacramento. (MPSP/IGC)
- M 3.1.14 **Streetcar Facilities.** The City shall support the development of streetcar lines in the Central City and other multi-modal districts. (MPSP)
- M 3.1.15 **Dedicated Bus Facilities.** The City shall support the provision of dedicated bus lanes and related infrastructure as appropriate. (MPSP)
- M3.1.16 **Developer Contributions.** The City shall require developer contributions for bus facilities and improvements. (RDR/FB)
- M 3.1.17 **Transit Extension Studies.** The City shall continue to support transit extension studies. (PSR)
- M 3.2.1 **Passenger Rail Service.** The City shall encourage and promote passenger rail service to and through the Sacramento area. (IGC/PI)
- M 3.2.2 **Sacramento Intermodal Transportation Facility.** The City shall support the development of the Sacramento Intermodal Transportation Facility. (MPSP/JP)
- M 3.2.3 **Transcontinental Passenger Rail Service.** The City shall support the continued provision of transcontinental passenger rail service to Sacramento by Amtrak. (IGC)
- M 3.2.4 **Capitol Corridor.** The City shall support Capitol Corridor and other regional rail service to downtown Sacramento. (IGC)
- M 3.2.5 **High Speed Rail Service.** The City shall support and advocate extension of High Speed Rail service to Sacramento. (MPSP/IGC)
- M 3.3.1 **Inter-City Bus Service.** The City shall promote the continued operation of private and public inter-city bus service. (JP/PI)
- M 3.3.2 **Taxi Service.** The City shall promote the continued operation of taxi service including the provision of dedicated, on-street loading spaces where appropriate. (MPSP/JP)
- M 3.3.3 **Private Water Transportation Services.** The City shall support the development of private water transportation services, where appropriate, along the Sacramento River by continuing to operate publicly-owned dock facilities. (MPSP/JP)

**Roadways (M 4)**

- M 4.2.1 **Adequate Rights-of-way.** The City shall ensure that all new roadway projects and major reconstruction projects provide appropriate and adequate rights-of-way for all

users including bicyclists, pedestrians, transit riders and motorists except where pedestrians and bicyclists are prohibited by law from using a given facility. (MPSP)

- M 4.2.2 **Pedestrian and Bicycle-Friendly Streets.** The City shall ensure that new streets in areas with high levels of pedestrian activity (e.g., employment centers, residential areas, mixed-use areas, schools) support pedestrian travel by providing such elements as detached sidewalks, frequent and safe pedestrian crossings, large medians for pedestrian refuge, Class II bike lanes, frontage roads with on-street parking, and/or grade-separated crossings. (MPSP)
- M 4.2.3 **Adequate Street Tree Canopy.** The City shall ensure that all new roadway projects and major reconstruction projects provide for the development of an adequate street tree canopy. (MPSP)
- M 4.2.4 **Pedestrian and Bicycle Facilities on Bridges.** The City shall identify existing and new bridges that can be built, widened, or restriped to add pedestrian and/or bicycle facilities. (MPSP)
- M 4.2.5 **Multi-Modal Corridors.** The City shall designate multi-modal corridors in the Central City, within and between urban centers, along major transit lines, and/or along commercial corridors to receive increased investment for transit, bikeway and pedestrianway improvements. (MPSP)
- M 4.2.6 **Identify Gaps in Complete Streets.** The City shall identify streets that can be “more complete” either through a reduction in the number or width of travel lanes or conversions, with consideration for emergency vehicle operation. The City shall consider new bikeways, enhanced sidewalks, on-street parking, and exclusive transit lanes on these streets. (PSR)

#### **Bikeways (M 5)**

- Goal M 5.1 Integrated Bicycle System. Create and maintain a safe, comprehensive, and integrated bicycle system and support facilities throughout the city that encourages bicycling that is accessible to all.**
- M 5.1.1 **Bikeway Master Plan.** The City shall maintain and implement a Bikeway Master Plan. (MPSP)
- M 5.1.2 **Appropriate Bikeway Facilities.** The City shall provide bikeway facilities that are appropriate to the street classifications and type, traffic volume, and speed on all right-of-ways. (MPSP)
- M 5.1.4 **Motorists, Bicyclists and Pedestrian Conflicts.** The City shall develop safe and convenient bikeways that reduce conflicts between bicyclists and motor vehicles on streets, and bicyclists and pedestrians on sidewalks. (MPSP/PI)
- M 5.1.6 **Connections between New Development and Bicycle Facilities.** The City shall require that new development provides connections to and does not interfere with existing and proposed bicycle facilities. (RDR)
- M 5.1.7 **Class II Bike Lane Requirements.** The City shall require Class II bike lanes on all new arterial and collector streets. (RDR)
- M 5.1.8 **Connections between New Development and Bikeways.** The City shall ensure that new residential development projects provide a direct connection to the nearest bikeway along an arterial or collector street. (RDR)

- M 5.1.9 **Conversion of Underused Facilities.** The City shall convert underused rights-of-way along travel lanes, drainage canals, and railroad corridors to bikeways wherever possible and desirable. (MPSP/SO)
- M 5.1.10 **Bike Safety for Children.** The City shall support infrastructure and programs that encourage children to bike safely to school. (MPSP/SO)
- M 5.1.11 **Bike Facilities in New Developments.** The City shall require that larger new development projects (e.g., park-and-ride facilities, employment centers, educational institutions, recreational and retail destinations, and commercial centers) provide bicycle racks, personal lockers, showers, and other bicycle-support facilities. (RDR)
- M 5.1.12 **Bicycle Parking at Transit Facilities.** The City shall coordinate with transit operators to provide for secure short-and long-term bicycle parking at all light rail and bus rapid transit stations, and bicycle racks at all major bus transfer stations. (IGC/JP)
- M 5.1.14 **Encourage Bicycle Use.** The City shall encourage bicycle use in neighborhoods where significant segments of the population do not drive and where short trips are most common. (PI)

#### **Parking (M 6)**

**Goal M 6.1 Managed Parking. Provide and manage parking such that it balances the citywide goals of economic development, livable neighborhoods, sustainability, and public safety with the compact multi-modal urban environment prescribed by the General Plan.**

- M 6.1.1 **Appropriate Parking.** The City shall ensure that appropriate parking is provided, considering access to existing and funded transit, shared parking opportunities for mixed-use development, and implementation of Transportation Demand Management plans. (RDR)
- M 6.1.2 **Reduce Minimum Parking Standards.** The City shall reduce minimum parking standards over time to promote walkable neighborhoods and districts and to increase the use of transit and bicycles. (RDR/PSR)
- M 6.1.4 **Reduction of Parking Areas.** The City shall strive to reduce the amount of land devoted to parking through such measures as development of parking structures, the application of shared parking for mixed-use developments, and the implementation of Transportation Demand Management plans to reduce parking needs. (RDR)
- M 6.1.5 **Maximize On-Street Parking Turnover.** The City shall implement parking management tools (including emerging technology) that maximize on-street parking turnover, where appropriate. (RDR)
- M 6.1.7 **Disincentives for Single-Occupant Vehicle Trips.** The City shall discourage single-occupant vehicle trips through parking supply and pricing controls in areas where supply is limited and alternative transportation modes are available. (RDR/SO)
- M 6.1.8 **Separate Parking Costs.** The City shall provide incentives for projects that separate the cost of parking from lease payments. (RDR)

#### **Transportation Funding (M 9)**

- M 9.1.1 **New Development Fees.** The City shall assess fees on all new development for all transportation modes to ensure that new development bears its fair share of the costs for new and expanded facilities. (RDR/FB)

- M 9.1.2 **New Funding for Facility Maintenance.** The City shall develop new funding sources for maintenance of roadway, pedestrian, and bikeway facilities. (MPSP/FB)
- M 9.1.3 **Dedicated Funding Sources.** The City shall investigate additional sources of funding and support the development of a stable, dedicated funding source at the state and national level for all modes to provide continuing maintenance, operation, and management of the city's transportation network. (FB)

### Utilities Element

#### **Citywide Utilities (U 1)**

- U 1.1.3 **Sustainable Facilities and Services.** The City shall work to provide sustainable utility services and infrastructure in a cost-efficient manner. (MPSP/SO)
- U 1.1.8 **Infill Areas.** The City shall identify and prioritize infill areas for infrastructure improvements. (PS)

#### **Water Systems (U 2)**

- U 2.1.2 **Optimize Capacity.** The City shall optimize storage, treatment, and distribution capacity of its water systems. (MPSP/SO)
- U 2.1.5 **Comprehensive Water Supply Plans.** The City shall prepare, implement, and maintain long-term, comprehensive water supply plans. (MPSP)
- U 2.1.9 **Conservation Programs.** The City shall implement conservation programs that increase water use efficiency, including providing incentives for adoption of water efficiency measures. (RDR/MPSP/SO)
- U 2.1.10 **Landscaping.** The City shall continue to require the use of water-efficient landscaping in all new development. (RDR)

#### **Solid Waste (U 5)**

- U 5.1.4 **Residential and Commercial Waste Disposal.** The City shall continue to provide curbside trash and recycling collection service to single-family residential dwellings and offer collection service to commercial and multi-family residential development. (SO)
- U 5.1.5 **Yard Waste and Street Sweeping.** The City shall continue to provide garden refuse yard waste collection service to single-family residential dwellings and provide street sweeping service to commercial and residential development. (SO)
- U 5.1.6 **Neighborhood Clean-Up Program.** The City shall continue sponsoring the Neighborhood Clean-Up Program. (SO)
- U 5.1.7 **Diversion of Waste.** The City shall encourage recycling, composting, and waste separation to reduce the volume and toxicity of solid wastes sent to landfill facilities. (MPSP/SO)
- U 5.1.8 **Electronic Waste Recycling.** The City shall continue to coordinate with businesses that recycle electronic waste to provide convenient collection/drop off locations for city residents. (SO)
- U 5.1.9 **Composting and Grasscycling Programs.** The City shall sponsor solid waste educational programs on backyard waste composting and grasscycling (i.e., mulching grass clippings back into the lawn). (PI)

- U 5.1.10 **Food Waste Recycling.** The City shall develop a food waste recycling program. (PSR/SO)
- U 5.1.11 **Recycled Materials in New Construction.** The City shall encourage the use of recycled materials in new construction. (PI)
- U 5.1.12 **Recycling and Reuse of Construction Wastes.** The City shall require recycling and reuse of construction wastes, including recycling materials generated by the demolition and remodeling of buildings, with the objective of diverting eighty-five percent to a certified recycling processor. (RDR)
- U 5.1.13 **Waste for Energy Generation.** The City shall continue to use waste (e.g., methane emissions from landfills) for energy generation. (SO)
- U 5.1.14 **Disposable, Toxic, or Non-Renewable Products.** The City shall reduce the use of disposable, toxic, or non-renewable products in city operations. (SO)
- U 5.1.15 **Sacramento Regional Recycling Market Development Zone.** The City shall support the Sacramento Regional Recycling Market Development Zone (SRRMDZ). (IGC/JP)
- U 5.1.16 **Waste Composting and Recycling for Landscapes.** The City shall sponsor educational programs regarding the use of waste composting and yard waste recycling for landscapes in lieu of fertilizer. (PI)
- U 5.1.17 **Educational Programs.** The City shall sponsor public educational programs regarding the benefits of solid waste diversion and recycling and encourage residents and businesses to redistribute reusable materials (e.g., at garage sales or materials exchanges, etc.). (PI)

#### **Energy Resources (U 6)**

- Goal U 6.1 Adequate Level of Service. Provide for the energy needs of the city and decrease dependence on nonrenewable energy sources through energy conservation, efficiency, and renewable resource strategies.**
- U 6.1.2 **Peak Electric Load Reduction of City Facilities.** The City shall reduce the peak electric load for City facilities by 10 percent by 2015 compared to the baseline year of 2004, through energy efficiency, shifting the timing of energy demands, and conservation measures. (SO)
- U 6.1.3 **City Fleet Fuel Consumption Reduction.** The City shall reduce its fleet's fuel consumption by 15 percent by 2010 compared to the baseline year of 2003, and city operations shall be substantially fossil free (e.g., electricity, motor fuels). (SO)
- U 6.1.4 **Energy Efficiency of City Facilities.** The City shall improve energy efficiency of City facilities on a unit basis to consume 25 percent less energy by 2030 compared to the baseline year of 2005. (SO)
- U 6.1.5 **Energy Consumption Per Capita.** The City shall encourage residents and businesses to consume 25 percent less energy by 2030 compared to the baseline year of 2005. (SO)
- U 6.1.6 **Renewable Energy.** The City shall encourage the installation and construction of renewable energy systems and facilities such as wind, solar, hydropower, geothermal, and biomass facilities. (RDR/PI)

- U 6.1.7 **Solar Access.** The City shall ensure, to the extent feasible, that sites, subdivisions, landscaping, and buildings are configured and designed to maximize and protect solar access. (RDR)
- U 6.1.8 **Other Energy Generation Systems.** The City shall promote the use of locally-shared solar, wind, and other energy generation systems as part of new planned developments. (RDR/PI)
- U 6.1.9 **Green Businesses.** The City shall assist regional organizations in efforts to recruit businesses to Sacramento that research, develop, manufacture, utilize, and promote energy efficiency, conservation, and advanced renewable technologies such as waste-to-energy facilities. (IGC/JP)
- U 6.1.10 **Energy Rebate Programs.** The City shall promote energy rebate programs offered by local energy providers to increase energy efficiency in older neighborhoods and developments. (IGC/JP/PI)
- U 6.1.11 **Energy Efficiency Improvements.** The City shall develop and implement energy efficiency standards for existing buildings and provide incentives to property owners to make improvements necessary to meet minimum energy efficiency standards upon sale of a property or change of lease of rental properties. (RDR/MPSP)
- U 6.1.12 **Energy Efficiency Audits.** The City shall continue to work with the Sacramento Metropolitan Utility District to conduct energy efficiency audits of existing buildings. (MPSP)
- U 6.1.13 **Energy Efficient Incentives.** The City shall develop incentives to encourage the use of energy efficient vehicles, equipment, and lighting. (MPSP)
- U 6.1.14 **Sustainable Development and Resource Conservation Education.** The City shall work with appropriate agencies to develop educational materials and activities for residents and developers regarding the objectives and techniques of sustainable development and resource conservation. (IGC/JP/PI)

## **Education, Recreation, and Culture Element**

### **Education (ERC 1)**

- ERC 1.1.1 **School Locations.** The City shall work with school districts at the earliest possible opportunity to provide school sites and facilities that are located in the neighborhoods they serve. (IGC)
- ERC 1.1.2 **Locational Criteria.** The City shall continue to assist in reserving school sites based on each school district's criteria and on the city's locational criteria as follows:
- Locate elementary schools on sites that are safely and conveniently accessible, and away from heavy traffic, excessive noise, and incompatible land uses.
  - Locate school sites centrally with respect to their planned attendance areas.
  - Locate schools in areas where established and/or planned walkways, bicycle paths, or greenways link schools with surrounding uses.
  - Locate, plan, and design new schools to be compatible with adjacent uses. (RDR/IGC)
- ERC 1.1.3 **Schools in Urban Areas.** The City shall work with school districts in urban areas to explore the use of existing smaller sites to accommodate lower enrollments, and/or higher intensity facilities (e.g., multi-story buildings, underground parking, playgrounds on roofs, or parking areas). (IGC)

ERC 1.1.5 **School Transit Plans.** The City shall continue to work with school districts to prepare and adopt school transit plans to reduce automobile trips and increase the use of other transportation modes to schools. (IGC)

**Parks and Recreation (ERC 2)**

ERC 2.1.2 **Connected Network.** The City shall connect all parts of Sacramento through integration of recreation and community facilities with other public spaces and rights-of-way (e.g., buffers, medians, bikeways, sidewalks, trails, bridges, and transit routes) that are easily accessible by alternative modes of transportation. (MPSP)

ERC 2.2.3 **Service Level Goals.** The City shall develop and maintain parks and recreational facilities in accordance with the goals in Table ERC 1. (MPSP/SO)

<b>Table ERC 1</b>	
<b>Parks, Community Facility, and Recreation Facility Service Level Goals</b>	
<b><u>Park Types</u></b>	<b>Acres per 1,000 Residents</b>
Neighborhood Serving: Urban plazas, pocket parks and/or Neighborhood Parks	2.5 acres
Community Serving: Community Parks	2.5 acres
Citywide/Regionally Serving: Regional Parks, Parkways, and/or Open Space	8.0 acres
Linear Parks/Parkways and Trails/Bikeways	0.5 linear miles
<b><u>Community Facilities</u></b>	<b># of Units</b>
Neighborhood Centers (Clubhouses)	One per neighborhood 1
Multi-Use Recreation Complexes (including Community Centers)	One per Community Planning Area
<b><u>Recreation Facilities</u></b>	<b># of Units per Residents</b>
Aquatic Facilities: Play Pool/Water Spray Feature	One per 15,000
Outdoor Complex: Swimming and Wading Pool	One per 30,000
Off Leash Dog Parks (Neighborhood/Community)	One per 60,000
Picnic Areas (Large Group/Class I)	One per 30,000
Playgrounds: Tot Lots, Adventure Play Areas	One per 2,500
Skateboard Parks (Neighborhood/Community)	One per 35,000
Community Gardens	One per 50,000
Nature Interpretation Centers	Two total <sup>2</sup>
<b><u>Fields</u></b>	
Softball, including: Adult, Youth	One per 7,500 (total)
Lighted	One per 45,000
Baseball, including: Adult, Youth (Little League)	One per 7,500 (total)
Lighted	One per 45,000
Soccer, including: Bantam, Full Size	One per 7,500 (total)
Lighted	One per 30,000
<b><u>Courts</u></b>	
Volleyball	One per 10,000
Basketball, including Youth, High School	One per 5,000
Tennis	One per 10,000

[1] As defined by the service area of all public elementary schools.

[2] One north and one south of the American River.

- ERC 2.2.4 **Meeting Service Level Goals.** The City shall require new residential development to dedicate land, pay in-lieu fees, or otherwise contribute a fair share to the acquisition and development of parks or recreation facilities to meet the service level goals in Table ERC 1. For development in urban infill areas where land dedication is not feasible, the City shall explore creative solutions in providing park and recreation facilities that reflect the unique character of the area it serves. (RDR/MPSP)
- ERC 2.4.3 **Connections to Other Trails.** The City shall maintain existing and pursue new connections to local, regional, and State trails. (MPSP/IGC)

#### **Libraries (ERC 3)**

- ERC 3.1.2 **Library Siting.** The City shall target the siting of libraries in higher-density and infill areas along major arterials and transit service routes to provide convenient access to Sacramento residents. (MPSP)

#### **Arts and Culture (ERC 4)**

- ERC 4.1.2 **Accessible Facilities and Programs.** The City shall encourage the development of arts and cultural facilities and programs that are accessible to all residents (e.g., affordable and accessible by various travel modes). (MPSP/IGC/JP)

#### **Public Health and Safety Element**

##### **Emergency Response and Disaster Preparedness (PHS 4)**

- PHS 4.1.1 **Multi-Hazard Emergency Plan.** The City shall maintain and implement the Multi-Hazard Emergency Plan to address disasters such as earthquakes, flooding, dam or levee failure, hazardous material spills, epidemics, fires, extreme weather, major transportation accidents, and terrorism. (MPSP)
- PHS 4.1.3 **Emergency Operations Center.** The City, in conjunction with other local, State, and Federal agencies, shall ensure operational readiness of the Emergency Operations Center (EOC), conduct annual training for staff, and maintain, test, and update equipment to meet current standards. (SO/IGC)
- PHS 4.1.4 **Emergency and Disaster Preparedness Exercises.** The City shall coordinate with local and regional jurisdictions to conduct emergency and disaster preparedness exercises to test operational and emergency plans. (IGC)
- PHS 4.1.5 **Mutual Aid Agreements.** The City shall continue to participate in mutual aid agreements to ensure adequate resources, facilities, and other support for emergency response. (MPSP/IGC)
- PHS 4.1.6 **Education Programs.** The City shall sponsor and support educational programs regarding emergency response, disaster preparedness protocols and procedures, and disaster risk reduction. (PI)

##### **Public Health and Human Services (PHS 5)**

- PHS 5.1.7 **Healthy Communities.** The City shall encourage the planning of new communities and revitalization of existing urban areas to achieve improvements in overall public health by encouraging a healthier living environment that includes walkable neighborhoods, access to recreation and open space, healthy foods, medical services, and public transit. (RDR)
- PHS 5.1.9 **Active Living.** The City shall promote active living (i.e., a lifestyle that incorporates physical activity into the routines of daily life) by establishing pedestrian and bicycle

connections between neighborhoods, centers, corridors, and transportation facilities.  
(RDR)

### **Environmental Resources Element**

#### **Water Resources (ER 1)**

ER 1.1.1 **Conservation of Open Space Areas.** The City shall conserve undeveloped open space areas and drainage canals for the purpose of protecting water resources in the city's watershed and the Sacramento and American rivers. (RDR/MPSP)

#### **Biological Resources (ER 2)**

ER 2.1.1 **Resource Preservation.** The City shall encourage new development to preserve on-site natural elements that contribute to the community's native plant and wildlife species value and to its aesthetic character. (RDR/MPSP)

ER 2.1.2 **Conservation of Open Space.** The City shall continue to preserve and protect, and provide access to, designated open space areas along the American and Sacramento Rivers, floodways, and undevelopable floodplains. (MPSP/IGC)

ER 2.1.3 **Natural Lands Management.** The City shall promote the preservation and restoration of contiguous areas of natural habitat throughout the city, and support their integration with existing and future regional preserves. (RDR/IGC)

ER 2.1.4 **Retain Habitat Areas.** The City shall retain plant and wildlife habitat areas where there is known sensitive resources (e.g., sensitive habitats, special-status, threatened, endangered, candidate species, and species of concern). Particular attention shall be focused on retaining habitat areas that are contiguous with other existing natural areas and/or wildlife movement corridors. (RDR/IGC)

ER 2.1.5 **Riparian Habitat Integrity.** The City shall preserve the ecological integrity of habitat areas, 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, the mitigation of all adverse impacts on riparian habitat shall comply with State and Federal regulations. (RDR/IGC)

ER 2.1.6 **Wetland Protection.** The City shall preserve and protect wetland resources including creeks, rivers, ponds, marshes, vernal pools, and other seasonal wetlands, 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. (RDR/IGC)

ER 2.1.7 **Annual Grasslands.** The City shall preserve and protect grasslands and vernal pools that provide habitat for rare and endangered species to the extent feasible. If not feasible, the mitigation of all adverse impacts on annual grasslands shall comply with State and Federal regulations protecting foraging habitat for those species known to utilize this habitat. (RDR/IGC)

ER 2.1.8 **Oak Woodlands.** The City shall preserve and protect oak woodlands, and/or significant stands of oak trees in the city that provide habitat for common native, and special-status wildlife species, to the extent feasible. If not feasible, the mitigation of all adverse impacts on oak woodlands shall comply with the standards of the Oak Woodlands Conservation Act. (RDR)

ER 2.1.9 **Wildlife Corridors.** The City shall preserve, protect, and avoid impacts to wildlife corridors. If corridors are adversely affected, damaged habitat shall be replaced with habitat of equivalent value. (RDR/MPSP)

#### **Urban Forest (ER 3)**

ER 3.1.2 **Manage and Enhance.** The City shall continue to plant new trees, ensure new developments have sufficient right-of-way width for tree plantings, manage and care for all publicly-owned trees, and work to retain healthy trees. (RDR/MPSP/SO)

ER 3.1.5 **Solar Access.** The City shall promote plantings and tree placement that recognizes the value of solar access for alternative energy systems. (RDR/PI)

ER 3.1.6 **Urban Heat Island Effects.** The City shall continue to promote plantings and tree placement that encourages adequate shading of rooftops, parking facilities, streets, and other facilities to minimize heat island effects. (RDR/PI)

ER 3.1.7 **Shade Tree Planting Program.** The City shall continue to provide shade trees along street frontages within the city. (MSPS)

ER 3.1.8 **Public Education.** The City shall promote the importance and benefits of trees and of the urban forest through awareness, partnerships, and efforts that educate residents on the best methods of planting and maintaining trees. (IGC/JP/PI)

#### **Agriculture (ER 4)**

ER 4.1.1 **Locally-Grown and Organic Foods.** The City shall provide venues for farmer's markets and encourage serving locally-grown and organic foods at city public facilities. (RDR/PI)

ER 4.1.2 **Community and Rooftop Gardens.** The City shall promote urban agriculture by supporting community and rooftop gardens and recognize their value in providing fresh food in urban areas in addition to their recreational, community building, landscaping, and educational value. (RDR/PI)

ER 4.2.1 **Protect Agricultural Lands.** The City shall encourage infill development and compact new development within the existing urban areas of the city in order to minimize the pressure for premature conversion of productive agricultural lands for urban uses. (RDR)

ER 4.2.2 **Permanent Preservation.** The City shall work with Sacramento County, Natomas Basin Conservancy, and other entities to protect and permanently preserve a one-mile buffer outside of the city to preserve viable agricultural activities and as a community separator between Sutter and Sacramento Counties and along the Sacramento River. (IGC/JP)

ER 4.2.3 **Coordinate to Protect Farmland.** The City shall continue to work with Sacramento County and other adjacent jurisdictions to implement all existing conservation plans to preserve prime farmland and critical habitat outside the city. (RDR/IGC)

ER 4.2.4 **Development Adjacent to Agriculture.** The City shall require open space or other appropriate buffers for new development abutting agricultural areas to protect the viability of existing agricultural operations outside of the city and ensure compatibility of uses with residents in adjacent areas. (RDR)

## **Air Quality (ER 6)**

- ER 6.1.1 **Maintain Standards.** The City shall work with the California Air Resources Board and the Sacramento Metropolitan Air Quality Management District to meet State and Federal ambient air quality standards. (RDR)
- ER 6.1.2 **Emissions Reduction.** The City shall require development projects that exceed the Sacramento Metropolitan Air Quality Management District ROG and NOx operational thresholds to incorporate design or operational features that reduce emissions equal to 15 percent from the level that would be produced by an unmitigated project. (RDR)
- ER 6.1.3 **Greenhouse Gas Reduction Goal.** The City shall work with the California Air Resources Board to comply with statewide greenhouse gas reduction goals as established in the Global Warming Solutions Act of 2006 for 2020 and any subsequent targets. (RDR)
- ER 6.1.4 **Citywide Greenhouse Gas Assessment.** The City shall comply with pertinent State regulations to assess citywide greenhouse gas emissions for existing land uses and the adopted General Plan buildout. (RDR)
- ER 6.1.5 **Greenhouse Gas Reduction in New Development.** The City shall reduce greenhouse gas emissions from new development by discouraging auto-dependent sprawl and dependence on the private automobile; promoting development that is compact, mixed-use, pedestrian-friendly, and transit-oriented; promoting energy-efficient building design and site planning, and improving the jobs/housing ratio in each community. (RDR)
- ER 6.1.6 **New Development.** The City shall review proposed development projects to ensure projects incorporate feasible measures that reduce constructional and operational emissions for reactive organic gases, nitrogen oxides, and particulate matter (PM10 and PM 2.5) through project design. (RDR)
- ER 6.1.9 **Coordination with SMAQMD.** The City shall coordinate with the Sacramento Metropolitan Air Quality Management District to ensure projects incorporate feasible mitigation measures if not already provided for through project design. (RDR/IGC)
- ER 6.1.10 **Reduced Emissions.** The City shall promote reduced idling, trip reduction, routing for efficiency, and the use of public transportation, carpooling, and alternate modes of transportation for operating departments within the City. (SO)
- ER 6.1.11 **Fleet Operations.** The City shall continue to purchase low-emission vehicles for the City's fleet and to use available clean fuel sources for trucks and heavy equipment. (SO)
- ER 6.1.12 **Zero-Emission and Low-Emission Vehicle Use.** The City shall encourage the use of zero-emission vehicles, low-emission vehicles, and car-sharing programs by requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles. (RDR/PI)
- ER 6.1.13 **Preference for Reduced-Emission Equipment.** The City shall give preference to contractors using reduced-emission equipment for City construction projects as well as for City contracts for services (e.g., garbage collection). (SO/JP)
- ER 6.1.14 **Transportation Systems Management and Trip Reduction.** The City shall encourage 35 percent of all City employees use means other than a single occupant vehicle for their daily work commute. (PI)
- ER 6.1.15 **Wood Stove/Fireplace Replacement.** The City shall promote the replacement of non-EPA certified fireplaces and woodstoves and encourage city residents to

participate in SMAQMD's Wood Stove and Wood Fireplace Change Out Incentive Program. (SO/JP)

ER 6.1.16 **Employer Education Programs.** The City shall encourage employers to participate in SMAQMD public education programs. (IGC/JP/PI)

ER 6.1.17 **Air Quality Education.** The City shall educate the public about air quality standards, health effects, and efforts they can make to improve air quality and reduce greenhouse gas emissions in the Sacramento region. (PI)

### **Environmental Constraints Element**

#### **Flooding Hazards (EC 2)**

EC 2.1.2 **Interagency Levee Management.** The City shall work with local, regional, State, and Federal agencies to ensure new and existing levees are adequate in providing flood protection. (IGC)

EC 2.1.5 **Floodplain Requirements.** The City shall regulate development within floodplains in accordance with State and Federal requirements and maintain the City's eligibility under the National Flood Insurance Program. (RDR)

### **Administration Implementation Programs**

6. The City shall develop a Livability Index program (i.e., Indicators Program) that monitors the success of the City in achieving the goals of the General Plan. (PSR)
7. The City shall conduct an annual review of the Livability Index and report the findings to City Council.(PSR/PI)
10. The City shall create a priority list for how sections of the Sacramento Code and applicable guidelines will be updated consist with the General Plan in areas including, but not limited to, the following:
  - Streamlining infill development;
  - Building heights;
  - Densities/intensities;
  - Transit oriented development regulations;
  - Mixed-use development;
  - Urban design and transitions between uses;
  - Green/sustainable development practices;
  - Transportation/streetscape standards;
  - Neighborhood/building preservation;
  - Protection of Historic Resources;
  - Parks and open space standards; and
  - Site Planning. (PSR)
11. The City shall identify and prioritize key areas (e.g., transit centers, mixed-use corridors), development sites, opportunity areas, and infill areas for rezoning to promote infill development and ensure consistency with the General Plan.(PSR)
13. As part of its annual review and adoption of the Budget and Capital Improvement Program, the City shall review the policies and implementation programs of the General Plan to ensure consistency in the Budget and Capital Improvement Program. (FB)

### **Land Use and Urban Design Implementation Programs**

2. The City shall prepare a comprehensive update of the Infill Strategy, including integration of the City's Commercial Corridor Revitalization Strategy into the Infill Strategy, to address obstacles to development in target infill areas, commercial corridors, and key opportunity sites. (MPSP)
5. In conjunction with the Shovel Ready Program, the City shall work with the Sacramento Housing and Redevelopment Agency to identify key infill sites in opportunity areas and established infill areas and ensure that major entitlements and incentives (e.g., rezone, CIP investment, environmental review, and economic development assistance) are in place to facilitate development. (IGC/FB)
7. The City shall develop and implement a green neighborhood design checklist to evaluate large-scale residential development in new growth areas. The checklist will incorporate principles that support healthy sustainable neighborhoods (e.g. Healthy Development Checklist and green rating programs such as LEED for Neighborhood Development). Compliance with the checklist would qualify the development for incentives such as reduced fees, expedited entitlement and permit processing, and density bonuses for new construction.
8. The City shall develop and implement a program to promote sustainable development through regular regional coordination meetings that include local government representatives and other applicable agencies.
9. Green Building Rating Program. The City shall maintain a green building rating program (e.g., LEED/GreenPoint Rated) with standards for private residential and commercial development and provide incentives such as reduced fees, expedited entitlement processing, and density bonuses for new construction.
14. The City shall amend the Sacramento Code to establish additional standards for building and site design to minimize heat gain.
22. The City shall prepare and adopt guidelines for the conversion of nonresidential uses to residential uses. (RDR/MPSP)

### **Economic Development Implementation Programs**

6. The City shall expand and market the "Shovel Ready Program" citywide and create a certification process for "shovel ready" sites. "Shovel Ready" sites are those where the necessary infrastructure and major entitlements are in place to facilitate development. (MPSP)
10. The City shall conduct a study to identify cutting edge technology businesses (e.g., green technology and research and development) that Sacramento has a competitive advantage in attracting and develop a strategy to attract firms in those industries. (MPSP/PSR)

### **Mobility Implementation Programs**

1. The City shall prepare and adopt multi-modal design standards that include all modes and vary the standards by facility type to imply a preference for selected modes based on the context. (RDR)
5. The City shall conduct a study to identify major barriers to connectivity and appropriate means and locations for overcoming those barriers, including potential river crossings. (PSR)
6. The City shall develop and adopt multi-modal circulation plans for all light rail and bus transfer station areas within the city. (MPSP)
7. The City shall update and enhance its Transportation System Management program consistent with the policies of the General Plan. (MPSP)

8. The City shall conduct a study to identify economic incentives for private transportation partners seeking to enhance mobility in the Central City, centers, corridors, employment centers, and other high intensity districts in the city. (PSR)
9. The city shall conduct a study to identify appropriate routes and roadway markings/signage for Neighborhood Electric Vehicles (NEVs) within the Central City and between urban centers and corridors. (PSR)
12. The City shall work with walking advocates, such as Walk Sacramento, to develop a comprehensive educational and promotional package for pedestrians (JP/PI).
16. The City shall conduct a study to identify gaps in transit service provided within the city and strategies to fill them. (PSR)
17. The City shall conduct a study to analyze bike and pedestrian facilities on existing bridges to identify deficiencies and feasible improvements. (PSR)
18. The City shall conduct a study of the existing street network to identify streets that can be more complete based upon adopted design standards and the policies in the General Plan. (PSR)
19. The City shall conduct a study to identify underused rights-of-way, such as street lanes, drainage canals, and railroad corridors, to convert to bikeways and/or pedestrianways. (PSR)
20. The City shall develop and adopt an ordinance for bicycle support facilities (e.g., bicycle racks, personal lockers, showers, and other bicycle support facilities) (RDR)
21. The City shall conduct a study of current parking requirements in the Central City and urban centers (i.e., Urban Center Low and Urban Center High) to evaluate options for dedicated parking spaces for car-sharing and incentives (e.g., receive credit for meeting the “parking minimum” zoning requirements). (PSR)
24. The City shall prepare and adopt a citywide transportation development impact fee program to support the development of all travel modes needed for new development. (FB)

#### **Utilities Implementation Programs**

5. The City shall prepare and adopt standards for the development of joint use facilities (e.g., schools/parks/drainage detention). (RDR)
9. The City shall develop and enforce a Water Conservation Plan that increases water use efficiency throughout the city. (MPSP/RDR)
10. The City shall conduct a study to explore the feasibility of renovating existing buildings to a higher level of water efficiency. (PSR)
11. The City shall conduct a study to explore the feasibility of developing and implementing an energy and water retrofit ordinance for existing development. (PSR)
12. The City shall continue to produce and distribute an annual Water Quality Consumer Confidence Report to verify that water quality standards are being met. (PI)
13. In coordination with the Regional Water Authority, the City shall develop and implement a voluntary landscaping water efficiency certification training program for irrigation designers, installers, and property managers. (MPSP)
14. The City shall update its Emergency Operations Center procedures to include procedures for providing potable water supplies during emergencies. (PI)
19. The City shall prepare and adopt an ordinance to require recycling and reuse of construction wastes, including recycling materials generated by the demolition and remodeling of buildings. (RDR)

20. The City shall conduct a study to explore the feasibility of using methane to generate electricity. (PSR)
21. The City shall prepare a plan to achieve energy efficiency targets. (RDR)
22. The City shall conduct a study to explore the feasibility of requiring renovated buildings to meet a high level of energy efficiency. (RDR/PSR)
23. The City shall prepare, adopt, and implement energy efficiency standards for rental properties. (RDR)
24. The City shall develop a public information program to promote sustainable development and resource conservation such as responsible purchasing and recycling. (PI)

#### **Education, Recreation, and Culture Implementation Programs**

2. The City shall develop standards for location, design, and programming of parks and recreational facilities in urban infill areas. (PSR)
3. The City shall establish standards for cultural heritage gardens and teen centers in the Parks and Recreation Master Plan. (MPSP)
6. The City shall complete a study to identify potential new funding mechanisms to supplement existing ones for: 1) acquisition and development of regional parks, parkways, recreation trails, and open space; 2) provision of equal Service Levels to underserved areas; 3) 100% ongoing maintenance; 4) recreation and community facilities; and, 5) capital infrastructure repair/replacement. (FB)

#### **Environmental Resources Implementation Programs**

3. The City shall review and update its Urban Forest Management Plan every 5 years. (MPSP)
4. The City shall continue to work with local and regional tree experts to review and update every 5 years a list of preferred tree species that are adapted to Sacramento's climate and cultural conditions. (PSR)
6. The City shall prepare and adopt an ordinance to require tree replacements or suitable mitigation for loss of heritage trees. (RDR/MPSP)
7. The City shall amend the Parks and Recreation Master Plan to promote community gardens in both new growth and infill development areas. (RDR/PI)
8. The City shall establish land use restrictions such as agricultural conservation easements to protect the land for agricultural use in perpetuity. (RDR)
9. The City shall establish a process to require the completion of an Air Quality Management Plan for proposed development projects that would result in substantial air quality impacts exceeding the Sacramento Metropolitan Air Quality Management District, ROG and Nitrous Oxide operational threshold. The Plan shall outline how a project will incorporate design or operational features that reduce emissions by 15 percent from the level that would be produced by an unmitigated project. (RDR)
10. The City shall work with the Sacramento County, SACOG, Sacramento Metropolitan Air Quality Management District, and the California Air Resources Board to develop and annually update the City's Greenhouse Gas Emissions Inventory. (PSR)
11. The City shall develop and adopt a Climate Action Plan that monitors climate change impacts; outlines a strategy for reducing greenhouse gas emissions and adapting to climate change ; and describes how to improve air quality. The City shall work with Sacramento Metropolitan

Air Quality Management District, California Air Resource Board, and other appropriate agencies to pursue State funding to implement the plan. (MPSP/FB)

12. The City shall submit an annual report to the City Council on implementation of the Climate Action Plan. The report shall be made available to the public and responsible City officials (PSR)
14. The City shall conduct a study to explore ways to enforce existing ordinance which limits idling of diesel vehicles used in construction projects
15. The City shall develop a public information program to encourage employees to use alternative modes of transportation (e.g. public transit, carpool, walking, biking) to get to work. (PI)

#### **Environmental Constraints Implementation Programs**

2. The City shall conduct a study to identify and prepare a database of all existing City-owned critical facilities (e.g., police stations, and fire stations) that do not meet current building code standards and are within areas susceptible to seismic or geologic hazards. The City shall identify a strategy to upgrade, retrofit, and/or relocate those City facilities. . (RDR/SO/IGC)
3. The City shall update the General Plan for consistency with the Central Valley Flood Protection Plan, which is required to be adopted by 2012, in conformance with SB 5 (chaptered December 2007).
4. The City shall update the General Plan for consistency with AB 162 (chaptered December 2007) (Government Code 65302) related to flooding.
5. The City shall amend the Zoning Ordinance to be consistent with the recommendations of the Sacramento River Corridor Floodway Management Plan. (RDR/MPSP)
7. The City shall annually review and update, as necessary, the local Comprehensive Flood Management Plan. (MPSP/IGC)
8. The City shall update the Comprehensive Flood Management Plan to include current evacuation plans for a Folsom or Nimbus dam failure. (MPSP/IGC/JP)

#### **Community Plan Implementation Programs**

6. The City shall work with Regional Transit to develop and adopt a shared-parking strategy to maximize the efficiency of parking provided near the Florin Light Rail Station. (MPSP/IGC)
12. The City shall develop streetscape master plan for public improvements for Freeport Boulevard in the Town of Freeport. (MPSP)
13. The City shall update its preservation ordinances to include Victory Trees along Freeport Boulevard as a protected resource. (PSR)
16. The City shall conduct a traffic study to examine the potential effectiveness of developing traffic calming measures on Freeport Boulevard following annexation of the Town of Freeport. (PSR)
17. The City shall conduct a study to explore the creation of an open space/trail parkway through the Town of Freeport to provide public access points to the river. (PSR)

