



300 Richards Boulevard 3rd Floor Sacramento, CA 95811

Help Line: (916) 264-5011

www.cityofsacramento.org/dsd

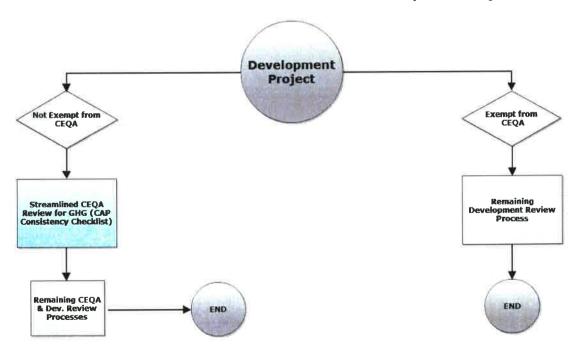


The purpose of the Climate Action Plan Consistency Review Checklist (CAP Consistency Review Checklist) is to provide a streamlined review process for proposed new development projects which are subject to environmental review pursuant to the California Environmental Quality Act (CEQA) for greenhouse gas emissions (GHGs).

CEQA Guidelines require the analysis of GHGs and potential climate change impacts from new development. The Sacramento Climate Action Plan qualifies under section 15183.5 of the CEQA Guidelines as a plan for the reduction of GHG emissions for use in cumulative impact analysis pertaining to development projects. This allows projects that demonstrate consistency with the CAP to be eligible for this streamlining procedure. Projects that demonstrate consistency with the CAP and the Sacramento 2030 General Plan may be able to answer "No additional significant environmental effect" in the City's initial study checklist.

The diagram below shows the context for the CAP Consistency Review Checklist within the planning review process framework.

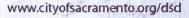
### Streamlined Review of GHG Emissions in Development Projects





300 Richards Boulevard 3rd Floor Sacramento, CA 95811

Help Line: (916) 264-5011





### CLIMATE ACTION PLAN - CONSISTENCY REVIEW CHECKLIST

### **Application Submittal Requirements**

- 1. The CAP Consistency Review Checklist is required only for proposed new development projects which are subject to CEQA review.
- 2. If required, the CAP Consistency Review Checklist must be submitted in addition to the basic set of requirements set forth in the Universal Application and the Planning Application Submittal Matrix.
- 3. All items listed to show that proposed project meets the requirements of the Checklist should also be listed in project description and shown on the submitted plans.

### **Application Information**

Name of Applicant:	Encore McKinley Village, LLC
Address: 3001   Stre	et, Suite 200
Phone: 916-379-09	E-mail: <u>bhogge@river-west.com</u>
Address of Property:	North of UPRR, South of Business 80, East of Alhambra Blvd, West of Lanatt
APN of Property: 0	01-0170-028
Applicant is owner of agency.	subject property ☐ Yes ☒ No. If no, complete following and the attached letter of
Name of Owner:	McKinley Village Investors, LLC
Address: 7700 C	ollege Town Drive Suite 101, Sacramento, CA 95826
Phone: 916-383-25	E-Mail: <u>mark@aktinvestments.com</u>



300 Richards Boulevard 3rd Floor Sacramento, CA 95811

Help Line: (916) 264-5011

www.cityofsacramento.org/dsd



### CAP Consistency Checklist Form for Projects that are Not Exempt from CEQA

	Checklist Item (Check the appropriate box, and provide explanation for your answer).	Yes	No	NA*
1.	Is the proposed project consistent with the land use and urban form designation, allowable floor area ratio (FAR) and/or density standards in the City's 2030 General Plan?	x		
	Please explain how proposed project meets this requirement, or how it does not. If "not applied this requirement does not apply.  The 2030 General Plan designates this site Planned Development. The General I identify FAR or density standards for PD.			vhy
2.	Would the project reduce average vehicle miles traveled (VMT) per capita of the proposed residents, employees, and/or visitors to the project by a minimum of 35% compared to the statewide average?	Х		
	Please explain how proposed project meets this requirement. If "not applicable", explain why If project does not meet this requirement, see Directions for filling out CAP Consistency Reviewalternatives to meeting checklist requirements.  Per Exhibit 1: City of Sacramento Residential Daily VMT/Capita, 2008 Base Year, the site is identified as less than 15.9 VMT at least a 35% reduction in average VMT.  (Attach a copy of the VMT model input and output. Record the model and version here	w Checl	klist for	
3.	Would the project incorporate traffic calming measures? (Examples of traffic calming measures include, but are not limited to: curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight comer radii, roundabouts or mini-circles, onstreet parking, planter strips with street trees, chicanes/chokers.)	X		
	Please explain how the proposed project meets this requirement (list traffic calming measures meet this requirement, explain why. If "not applicable", explain why traffic calming measures.  The project will include city standard streets including street parking and planter strips with s	were no treet tree	t require es. The	ed.
STATE OF	project will also include traffic calming measures including traffic circles, bulb outs, chokers,			



300 Richards Boulevard 3rd Floor Sacramento, CA 95811

Help Line: (916) 264-5011

www.cityofsacramento.org/dsd



Che	ecklist Item (Check the appropriate box, and provide explanation for your answer).	Yes	No	NA
	Vould the project incorporate pedestrian facilities and connections to public ansportation consistent with the City's Pedestrian Master Plan?	x		
	lease explain how the proposed project meets this requirement. If "not applicable", explain equired. If project does not meet Pedestrian Master Plan Requirements, explain why.	why this	was no	t
co ar Al	he project includes sidewalks on both sides of the street and street lighting. The project with the project with phesive pedestrian network of sidewalks and street crossings that will connect to the existing Midtown neighborhoods and existing public transportation routes. The project will include the rail road tracks with a pedestrian/bicycle path for a convenient and componnection around the rail road barrier.	ng McKir de acces	nley Par	k
		The Investment of	DOM:	
P C. P re	Vould the project incorporate bicycle facilities consistent with the City's Bikeway Master lan, and meet or exceed minimum standards for bicycle facilities in the Zoning Code and ALGreen?  Please explain how the proposed project meets this requirement. If "not applicable", explain equired. If project does not meet Bikeway Master Plan Requirements, explain why poposed streets will be standard residential streets with a low enough volume that on street	bike lane	es are n	ot
P C. P re e pro quire cess a the dge	lan, and meet or exceed minimum standards for bicycle facilities in the Zoning Code and ALGreen?  lease explain how the proposed project meets this requirement. If "not applicable", explain equired. If project does not meet Bikeway Master Plan Requirements, explain why posed streets will be standard residential streets with a low enough volume that on street and. The project is proposing a bike/ped undercrossing at the northern end of Alhambra professor from East Sacramento to the project site with access to Sutter's Landing Parkway and the A Street bridge. The project has also left open space on the eastern end of the project for over Business 80 as shown on the City of Sacramento Bikeways map and an Irrevocable Company of the project for the project for over Business 80 as shown on the City of Sacramento Bikeways map and an Irrevocable Company of the project for the project for over Business 80 as shown on the City of Sacramento Bikeways map and an Irrevocable Company of the project for th	why this bike lane viding an e America a possit	es are n off-stre an River ble bike	ot eet
Property of the property of th	lan, and meet or exceed minimum standards for bicycle facilities in the Zoning Code and ALGreen?  lease explain how the proposed project meets this requirement. If "not applicable", explain equired. If project does not meet Bikeway Master Plan Requirements, explain why opposed streets will be standard residential streets with a low enough volume that on street and. The project is proposing a bike/ped undercrossing at the northern end of Alhambra prove from East Sacramento to the project site with access to Sutter's Landing Parkway and the A Street bridge. The project has also left open space on the eastern end of the project for over Business 80 as shown on the City of Sacramento Bikeways map and an Irrevocable of the recorded on the site to the satisfaction of the City of Sacramento.  The projects of 10 or more units, commercial projects greater than 25,000 square feet, or industrial projects greater than 100,000 square feet, would the project include on-site enewable energy systems (e.g., photovoltaic systems) that would generate at least a hinimum of 15% of the project's total energy demand on-site? (CAP Actions: 3.4.1 and	why this bike lane viding an e America a possit Offer of E	es are n off-stre an River ble bike	ot eet
Process the control of the control o	lan, and meet or exceed minimum standards for bicycle facilities in the Zoning Code and ALGreen?  lease explain how the proposed project meets this requirement. If "not applicable", explain equired. If project does not meet Bikeway Master Plan Requirements, explain why opposed streets will be standard residential streets with a low enough volume that on street and. The project is proposing a bike/ped undercrossing at the northern end of Alhambra professor from East Sacramento to the project site with access to Sutter's Landing Parkway and the A Street bridge. The project has also left open space on the eastern end of the project for over Business 80 as shown on the City of Sacramento Bikeways map and an Irrevocable of the recorded on the site to the satisfaction of the City of Sacramento.  Or residential projects of 10 or more units, commercial projects greater than 25,000 square elet, or industrial projects greater than 100,000 square feet, would the project include on-site enewable energy systems (e.g., photovoltaic systems) that would generate at least a	why this bike land viding and America a possible of E	es are n off-stre an River ble bike Dedication	ot eet on
Prese produire remainder of the production of the prod	lan, and meet or exceed minimum standards for bicycle facilities in the Zoning Code and ALGreen?  Please explain how the proposed project meets this requirement. If "not applicable", explain equired. If project does not meet Bikeway Master Plan Requirements, explain why, possed streets will be standard residential streets with a low enough volume that on street and. The project is proposing a bike/ped undercrossing at the northern end of Alhambra project form East Sacramento to the project site with access to Sutter's Landing Parkway and the A Street bridge. The project has also left open space on the eastern end of the project for over Business 80 as shown on the City of Sacramento Bikeways map and an Irrevocable of the second on the site to the satisfaction of the City of Sacramento.  For residential projects of 10 or more units, commercial projects greater than 25,000 square feet, or industrial projects greater than 100,000 square feet, would the project include on-site enewable energy systems (e.g., photovoltaic systems) that would generate at least a minimum of 15% of the project's total energy demand on-site? (CAP Actions: 3.4.1 and 4.4.2)  Please explain how the proposed project meets this requirement. If "not applicable", explain equired. If project does not meet requirements, see DIRECTIONS FOR FILLING OUT CA	why this bike lane viding an e America a possib Offer of E	es are no off-stream River ble bike Dedication is was restricted in the control of the control o	ot eet on



300 Richards Boulevard 3rd Floor Sacramento, CA 95811

Help Line: (916) 264-5011

www.cityofsacramento.org/dsd



#### Certification

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability and that the facts, statements and information presented are true and correct to the best of my knowledge and belief.

Signature: Signature:	Date: 10/29/13	
	/ /	



300 Richards Boulevard 3rd Floor Sacramento, CA 95811 Help Line: (916) 264-5011





#### DIRECTIONS FOR FILLING OUT CAP CONSISTENCY REVIEW CHECKLIST

#### **General Plan Consistency**

1. Is the proposed project consistent with the land use and urban form designation, allowable floor area ratio (FAR) and/or density standards in the City's 2030 General Plan?

Refer to the 2030 General Plan, Land Use and Urban Form Designations and Development Standards starting on page 2-29. If a project is not fully consistent with the General Plan, the project still may qualify for consistency with the CAP, but this determination will need to be closely coordinated with the City. The City will determine whether the proposed land uses under consideration could be found consistent with the growth projections and assumptions used to develop the GHG emissions inventory and projections in the CAP.

#### Sustainable Land Use

2. Would the project reduce average vehicle miles traveled (VMT) per capita of the proposed residents, employees, and/or visitors to the project by a minimum of 35% compared to the statewide average? (Applicable CAP Action: 1.1.1)

The statewide VMT/capita in 2009 was 8,937 VMT/capita/year, which is approximately 24.5 VMT/capita/day<sup>1,2</sup>. A 35% reduction below the 2009 statewide average would be 5,809 VMT/capita/year, or about 15.9 VMT/capita/day.

Steps to Determine if Proposed Project is Consistent with CAP Action 1.1.1:

Step 1: Consult VMT/Capita Screening Map:

The map below can be used as a quick screening tool to determine whether or not a proposed project is likely to meet the 35% reduction standard based on its geographic location.

If the proposed project is located in the green area of the map, it can be assumed to have a VMT/capita/day below 16, and no further action related to VMT is necessary. If the proposed project is located within one of the red areas, or in a white area adjacent to any red parcel, it cannot be assumed to achieve the standard, and further analysis is required to show that the project is below 16 VMT/capita/day. Proceed to Step 2, and estimate the project VMT using one of the computer modeling tools below.

<sup>2</sup> U.S. Census Bureau, 2005-2009 American Community Survey. http://factfinder.census.gov/servlet/ACSSAFFFacts?\_event=Search&\_lang=en&\_sse=on&geo\_id=04000US06&\_state=04000US06

• (916) 264-5011

CDD-0176



Federal Highway Administration. 2009. Table VM-2 - Highway Statistics 2009. http://www.fhwa.dot.gov/policyinformation/statistics/2009/vm2.cfm.

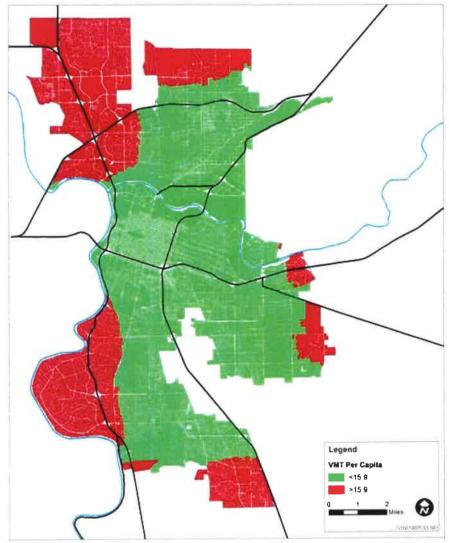


300 Richards Boulevard 3rd Floor Sacramento, CA 95811

Help Line: (916) 264-5011

www.cityofsacramento.org/dsd





#### Step 2: VMT Modeling

05-6-2013

Download one of computer modeling tools from the following links and follow the user guide for the tool that you have selected. Select the year 2020 as the year of project operation and compare the modeled VMT/capita/day with the City's standard of 15.9 VMT/capita/day. If the result of the computer modeling supports the project's consistency with the City's VMT/capita standard, then the project is considered to comply with CAP Action 1.1.1. If the project's estimated VMT/capita exceeds the City's standard of 15.9, proceed to Step 3.



300 Richards Boulevard 3rd Floor Sacramento, CA 95811

Help Line: (916) 264-5011

www.cityofsacramento.org/dsd



California Emission Estimator Model (CalEEMod 2013.2 or most recent version)

CalEEMod is a statewide land use emissions computer model that provides a comprehensive estimate of development project criteria pollutants and GHG emissions associated with both construction and operations from a variety of land use project types.

Sketch 7 VMT Estimation Tool (Version 2.0 or most recent version)

The Sketch 7 model is a web-based, parcel-level, scenario planning tool that allows users to input land uses and project attributes such as demographic data, design, density, quality of public transit, mix of land uses, and other planning-related features. Sketch 7 estimates VMT/capita and other environmental indicators based on region-specific parameters, local land use plans and the SACSIM model. Sketch 7 also accounts for the interaction of the project's proposed land uses with the surrounding land uses.

#### Step 3: Additional Mitigation and Further Analysis

If the proposed project does not pass Steps 1 and 2, additional mitigation from another category (such as building energy efficiency) can be substituted as long as this GHG reduction does not "double count" GHG reductions already taken by the CAP. In other words, mitigation will be necessary to reduce GHG emissions from the project beyond what is already accounted for in the CAP (to avoid double-counting).

Step 3(a) - Determine the increment of total VMT by which the project exceeds the City's 15.9 VMT/capita/day standard. For example, if the project would result in 18 VMT/capita/day and proposes to accommodate 400 new residents, the increment that the project would exceed the City's standard would be 306,600 VMT, which equals: (18 - 15.9 VMT/capita/day) \* 400 residents \*365 days/year.

Step 3(b) - Convert VMT into metric tons carbon dioxide equivalent per year (MT CO2e/year) by use of a vehicle emission factor. The City recommends using an emission factor of 0.000452 MT CO<sub>2</sub>e/VMT, which was obtained from the California Air Resources Board's (ARB's) Mobile-Source Emission Factor Model (EMFAC) and was used to develop the City's GHG inventory in its CAP. In the above example, the project would be required to mitigate approximately 139 MT CO2e/year through additional mitigation.

Additional mitigation may include individual measures or a combination of:

- Compliance with Tier 2 Energy Efficiency Standards per California Green Building Standards Code (CALGreen)
- Generation of greater than 15% of the project's energy on-site through installation of solar panels or other onsite renewable energy technology
- Other land use (e.g., additional amenities), transportation, bicycle, or pedestrian improvements that would reduce VMT not already accounted for in Sketch 7 modeling under Step 2.

The applicant should provide documentation (e.g., California Emissions Estimator Model [CalEEMod]) that the combination of mitigation selected would achieve the equivalent GHG emission reduction necessary to close the gap between the proposed project's VMT/capita/day and the City's standard of 15.9 VMT/capita/day. If the project applicant can present equivalent mitigation as defined by this section, the City would consider the project consistent with CAP Action 1.1.1. If the project applicant could not identify sufficient surplus mitigation to reduce equivalent project-generated GHG emissions, the project would not be consistent with CAP Action 1.1.1.



300 Richards Boulevard 3rd Floor Sacramento, CA 95811

Help Line: (916) 264-5011

www.cityofsacramento.org/dsd



#### **Mobility**

3. Would the project incorporate traffic calming measures? (Applicable CAP Action: 2.1.1)

List the traffic calming measures that have been incorporated into the project. These may include, but are not limited to: curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers.

Traffic calming measures included as part of the project shall be listed in the project description and shown on the plans. The project proponent and City staff should consult with staff in the Department of Public Works-Transportation Division to verify that traffic calming measures in the project description are adequate and in compliance with the City's Street Design Standards.

If the proposed project does not include any roadway or facility improvements, traffic calming measures may not apply. For example, certain infill projects may not result in on-street or transportation facility improvements because sufficient infrastructure already exists

4. Would the project incorporate pedestrian facilities and connections to public transportation consistent with the City's Pedestrian Master Plan? (Applicable CAP Action: 2.2.1)

List the pedestrian facilities and connections to public transportation that have been included in the proposed project on the Checklist. These may include, but are not limited to: sidewalks on both sides of streets, marked crosswalks, count-down signal timers, curb extensions, median islands, transit shelters, street lighting.

Pedestrian facilities included as part of the project shall also be listed in the project description and shown on the plans.

The project proponent and City staff should consult with Department of Public Works-Transportation Division staff to verify that pedestrian facilities in the project description are consistent with the Pedestrian Master Plan. As in the previous example, if "not applicable", an explanation shall be documented in the Checklist. The "Pedestrian Review Process Guide" (Appendix A to the Master Plan) will be used to determine consistency, as follows:

- For typical infill development projects where existing streets will serve the site (no new streets are proposed): the level of pedestrian improvements necessary to determine Pedestrian Master Plan consistency will be measured according to the "Basic, Upgrade or Premium" categories defined in Appendix A to the Pedestrian Master Plan, which are based on project location, surrounding land uses, proximity to transit, etc. If the proposed project does not include the minimum level of improvements per the assigned category for the project's location, the project will be required as a condition of approval to include appropriate features, per the approval of the Department of Public Works-Transportation Division.
- For new "greenfield" projects and/or larger infill development projects where new streets are proposed as part of the project, the following will apply:
  - "Basic, Upgrade or Premium" levels of improvement will be required based on the proposed project's location and context, where applicable, consistent with the criteria defined in the Master Plan. If the proposed project does not include the minimum level of improvements per the assigned category, the

05-6-2013



300 Richards Boulevard 3rd Floor Sacramento, CA 95811

Help Line: (916) 264-5011

www.cityofsacramento.org/dsd



project will be required as a condition of approval to include appropriate features, per the approval of the Department of Public Works-Transportation Division.

- The "Pedestrian Smart Growth Scorecard" (Appendix A to the Master Plan) will be required to be completed for the project, and a minimum score of 3 or better will need to be achieved. If the proposed project cannot achieve the minimum score, changes to the proposed project may be required, and/or the project may be required as a condition of approval to include certain improvements such that the average score will meet 3 or better. (Note: an Excel version of the Pedestrian Smart Growth Scorecard is available, to assist in automating the rating & scoring process)
- 5. Would the project incorporate bicycle facilities consistent with the City's Bikeway Master Plan, and meet or exceed minimum standards for bicycle facilities in the Zoning Code and CALGreen? (Applicable CAP Action: 2.3.1)

List the bicycle facilities that are incorporated into the proposed project on the Checklist. In addition, list bicycle facilities in the project description, and show on the plans. These include, but are not limited to: Class I bike trails and Class II bike lanes connecting the project site to an existing bike network and transit stations, bike parking [bike racks, indoor secure bike parking, bike lockers], end-of-trip facilities at non-residential land uses [showers, lockers]).

The project proponent and City staff should consult with staff in the Transportation Division of the Department of Public Works to verify that such facilities in the project description are consistent with the Bikeway Master Plan and meet or exceed Zoning Code and CALGreen standards. Generally, the following guidelines will be used:

- If existing on-street and off-street bikeways are already present and determined to be consistent with the Bikeway Master Plan, no additional on-street bikeways will be required. Check the "not applicable" box if appropriate. However, on-site facilities shall still be required to meet or exceed minimum Zoning and CALGreen requirements.
- If not applicable, fully document the reasons why using the Checklist.
- If on-street bicycle facilities are not present or are only partially consistent with the Master Plan, the project will be required as a condition of approval to construct or pay for its fair-share of on-street and/or off-street bikeways described in the Master Plan, in addition to meeting or exceeding minimum on-site facilities.
- In some cases, a combination of new or upgraded on-street and off-street bikeways may be used to determine consistency with the Master Plan, at the discretion of the Department of Public Works-Transportation Division staff.

#### **Energy Efficiency and Renewable Energy**

6. For residential projects of 10 or more units, commercial projects greater than 25,000 square feet, or industrial projects greater than 100,000 square feet, would the project include on-site renewable energy systems (e.g., solar photovoltaic, solar water heating etc. ) that would generate at least 15% of the project's total energy demand? (CAP Actions: 3.4.1 and 3.4.2)

For projects of the minimum size specified in this measure, a commitment in the project description or in a mitigation measure that the project shall generate a minimum of 15% of the project's energy demand on-site is sufficient to demonstrate consistency with this measure. However, the project description or mitigation measure should specify the







300 Richards Boulevard 3rd Floor Sacramento, CA 95811

Help Line: (916) 264-5011 www.citvofsacramento.org/dsd



intended renewable energy technology to be used (e.g. solar photovoltaic, solar water heating, wind, etc.) and estimated size of the systems to meet project demand based on the project description.

"Total energy demand" refers to the energy (electricity and natural gas) consumed by the built environment (including HVAC systems, water heating systems, and lighting systems) as well as uses that are independent of the construction of buildings, such as office equipment and other plug-ins.

Applicants may estimate the total energy demand of their projects using California Emissions Estimator Model (CalEEMod 2013.2), the same software used to estimate greenhouse gas emissions. For CalEEMod estimates of energy demand to meet this specific requirement, the user should NOT select the "use historical" box, otherwise they will be "double-counting" emissions reductions that have already been counted. CalEEMod outputs for electricity demand are provided in annual kWh, and natural gas demand is provided in annual kBTU.

The energy demand estimate by CalEEMod is based on two datasets:

- The California Commercial End Use Survey (CEUS);
- The Residential Appliance Saturation Survey (RASS

CalEEMod takes energy use intensity data (above) and forecasts energy demand based on climate zone, land use subtype (such as "hospital", "arena", or "apartments, mid rise"), building area, and the number of buildings or units. This is an appropriate level of analysis for use at the planning submittal stage, but it may not provide an accurate picture of actual project energy demand because it does not factor project specifics such as building design.

Therefore, the applicant is advised (but not required) to run a more comprehensive energy simulation once projectspecific details are known: basic building design, square-footage, building envelope, lighting design (at least rudimentary), and the mechanical system (at least minimally zoned). Some of the energy simulation programs that are appropriate for this level of analysis include: DOE 2.2, Trace 700, and Energy Pro.

The U.S. DOE maintains a list of energy simulation programs that are available. http://apps1.eere.energy.gov/buildings/tools directory/subjects.cfm/pagename=subjects/pagename menu=whole buil ding analysis/pagename submenu=energy simulation

The applicant may then work with City staff to revise the estimate and make a final determination regarding the size of the PV system that is required.

Substitutions: Projects may substitute a quantity of energy efficiency for renewable energy, as long as the substituted GHG reduction does not "double count" GHG reductions already taken by the CAP. In other words, substitutions must reduce GHG emissions from the project beyond what is already accounted for in the CAP (to avoid doublecounting).

Additional mitigation may include individual measures or a combination of:

- Compliance with Tier 2 Energy Efficiency Standards per California Green Building Standards Code (CALGreen)
- Other land use (e.g., additional amenities), transportation, bicycle, or pedestrian improvements that would reduce VMT not already accounted for in Sketch 7 modeling under Step 2.



300 Richards Boulevard 3rd Floor Sacramento, CA 95811

Help Line: (916) 264-5011

www.cityofsacramento.org/dsd



The applicant should provide documentation (e.g., <u>California Emissions Estimator Model [CalEEModl</u>) that the combination of mitigation selected would achieve the equivalent GHG emission reduction necessary to close the gap between the proposed project's VMT/capita/day and the City's standard of 15.9 VMT/capita/day. If the project applicant can present equivalent mitigation as defined by this section, the City would consider the project consistent with CAP Action 1.1.1. If the project applicant could not identify sufficient surplus mitigation to reduce equivalent project-generated GHG emissions, the project would not be consistent with CAP Action 1.1.1.